GEORGIA AIRPORTS MEAN BUSINESS

GEORGIA

STATEWIDE AVIATION SYSTEM PLAN

GEORGIA

TECHNICAL REPORT

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GEORGIA STATEWIDE AVIATION SYSTEM PLAN

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As required by Paragraph 425.B(4) of FAA Order 5100.38C, *Airport Improvement Program (AIP) Handbook*:

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Table of Contents

1. Introduction 1-1

2. Inventory 2-1

2.1 Introduction 2-1

2.2 Data Collection Process 2-1

2.3 Existing System 2-2

2.4 Aviation Activity and Based Aircraft 2-8

2.4.1 Airport Operations 2-8

2.4.2 Based Aircraft 2-9

2.5 Airside Facilities 2-9

2.5.1 Runway Information 2-9

2.5.2 Taxiway Information 2-20

2.6 Navigation, Approach, and Landing Aids 2-24

2.6.1 Instrument Approach Aids 2-24

2.6.2 Visual Aids 2-31

2.6.3 Automated Weather 2-34

2.7 Landside Facilities/Services 2-37

2.7.1 Fuel Services 2-38

2.7.2 Other Services and Facilities 2-41

2.8 Airport Planning Documents 2-51

2.8.1 Airport Layout Plan and Wildlife Management Plan 2-51

2.8.2 Summary 2-54

3. Forecasts 3-1

3.1 Industry Trends and Issues That May Impact Future Aviation Growth 3-1

3.1.1 Commercial Service Industry Trends 3-1

3.1.2 General Aviation Industry Trends 3-3

3.2 Historic and Current Aviation Activity in Georgia 3-4

3.2.1 Commercial Air Service Trends in Georgia 3-5

3.2.2 General Aviation Trends in Georgia 3-15

3.3 Socioeconomic Trends That May Impact Future Aviation Growth 3-21

3.4 Projections of Aviation Demand 3-25

3.4.1 Commercial Service Projections 3-25

3.4.2 General Aviation Projections 3-29

3.4.3 General Aviation Aircraft Operations 3-31

3.5 Summary 3-33
4. Existing System Evaluation 4-1
4.1 60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service 4-1
4.2 30-Minute Accessibility to An Airport 4-8
4.3 30-Minute Accessibility to An Airport with a Published Approach 4-12
4.4 45-Minute Accessibility to an Airport with a Vertical Guidance Approach 4-21
4.5 30-Minute Accessibility to an Airport with On-Site Weather Reporting Equipment 4-29
4.6 30-Minute Accessibility to an Airport with a Runway Length of 4,000 feet or Greater 4-37
4.5 30-Minute Accessibility to an Airport with a Runway Length of 5,000 feet or Greater 4-45
4.6 45-Minute Accessibility to an Airport with a Runway of 5,500 Feet or Greater 4-53
4.7 System Performance for Pavement Condition Index 4-61
4.8 System Performance Runway Safety Areas 4-65
4.9 System Performance for Runway Separation Standards 4-70
4.10 Results from Other System Evaluation Analysis 4-73
4.10.1 Statewide Runway Protection Zone Analysis 4-73
4.10.2 Statewide Land Use Analysis 4-81
4.10.3 Statewide Through-the-Fence Analysis 4-83
4.11 Summary of System Performance 4-86
5. Airport Roles 5-1
5.1 Factors That Influence Current Roles for Georgia Airports 5-1
5.2 FAA Roles for Georgia Airports 5-2
5.2.1 Unclassified Airports 5-8
5.2.2 NPIAS Candidate Airport Analysis 5-8
5.3 System Accessibility/Coverage Objectives 5-10
5.4 Recommended System 5-12
6. Airport Facility and Service Objectives Analysis 6-1
6.1 Airside Facilities 6-3
6.1.1 Runway Length 6-3
6.1.2 Runway Width 6-8
6.1.3 Taxiway Type 6-8
6.1.4 Primary Runway Pavement 6-9
6.1.5 Approach Type 6-12
6.1.6 Airport Lighting Systems 6-13
6.1.7 Visual Navigational Aids 6-16
6.1.8 Weather Reporting 6-19

6.1.9 Airfield Signage 6-20
6.1.10 Fencing 6-22
6.1.11 Ground Communication 6-23
6.2 Other Facilities 6-23
6.2.1 Hangar Aircraft Storage 6-24
6.2.2 Tie-downs for General Aviation Aircraft 6-26
6.2.3 Terminal/Administration Building 6-28
6.2.4 General Aviation Auto Parking 6-30
6.3 Services 6-33
6.3.1 Fuel 6-33
6.3.2 Fixed Base Operator Services 6-34
6.3.3 Aircraft Maintenance 6-35
6.3.4 Rental Car 6-36
6.4 Changes in Performance Since the 2002 GSASP 6-38
6.5 Summary 6-43
7. Recommended Plan and Associated Costs 7-1
7.1 Introduction 7-1
7.2 System Plan Recommendations Summary 7-2
7.2.1 NPIAS and Unclassified Airports 7-2
7.2.2 Recommendations from Additional Study Research 7-3
7.2.3 Recommendations for System Performance Measures 7-3
7.3 Summary of Airport Facility and Service Objective Recommendations 7-6
7.4 Cost Estimating 7-9
7.4.1 Costs Associated with System Plan Recommendations 7-10
7.4.2 Other Development Costs for System Airports 7-14
7.4.3 Combined Estimated Development Costs 7-22
7.4.4 Average Annual Development Cost 7-27
7.5 Funding 7-27
7.5.1 Federal Funding 7-27
7.5.2 State Funding for Georgia Airports 7-28
7.5.3 Total Estimate Yearly Funding for Georgia Airports 7-28
7.5.4 Anticipated Costs Versus Anticipated Funding Availability 7-29
7.6 Need Versus Benefit 7-29

Figures

Figure 1-1: System Planning Process 1-4
Figure 2-1: RDC Aircraft Types 2-3
Figure 2-2: Georgia System Airports and 2002 Airport Roles/Levels 2-7
Figure 3-1: Historic and Projected Enplanements on US Carriers 3-2
Figure 3-2: General Aviation Trends 3-3
Figure 3-3: Historic Enplanements (2002-2016), Georgia Commercial Airports, Excluding ATL 3-5
Figure 3-4: Carrier Shares of Georgia Departing Flights (Month of January), Excluding ATL 3-6
Figure 3-5: ABY Historic Enplanements (2002-2016) 3-7
Figure 3-6: AGS Historic Enplanements (2002-2016) 3-8
Figure 3-7: AHN Historic Enplanements (2002-2016) 3-9
Figure 3-8: BQK Historic Enplanements (2002-2016) 3-10
Figure 3-9: CSG Historic Enplanements (2002-2016) 3-11
Figure 3-10: MCN Historic Enplanements (2002-2016) 3-12
Figure 3-11: SAV Historic Enplanements (2002-2016) 3-13
Figure 3-12: VLD Historic Enplanements (2002-2016) 3-15
Figure 3-13: Comparison of Georgia, Southern Region, and US General Aviation Activity Trends (2001-2016) 3-20
Figure 3-14: Change in General Aviation Operations at Towered Airports in Georgia 3-21
Figure 3-15: Historic and Projected Georgia Population and Employment 3-22
Figure 3-16: Projected Population Growth Rate by County (2013-2035) 3-23
Figure 3-17: Projected Employment Growth Rate by County (2015-2035) 3-24
Figure 3-18: Comparison of Based Aircraft Projection Scenarios 3-31
Figure 3-19: Operations Projection Scenarios 3-33
Figure 4-1: 60-Minute Accessibility to Georgia Commercial Airports 4-4
Figure 4-2: 60-Minute Accessibility to Georgia and Nearby Commercial Airports 4-5
Figure 4-3: 60-Minute Accessibility to a Georgia Commercial Airport Excluding Macon and Athens 4-6
Figure 4-4: 60-Minute Accessibility to a Georgia Commercial Airport With More Than One Scheduled Carrier 4-7
Figure 4-5: 30-Minute Current Accessibility to a Georgia Public Airport 4-9
Figure 4-6: 30-Minute Current Accessibility to a Georgia or Nearby Airport 4-10
Figure 4-7: 30-Minute Potential Accessibility to a Georgia or Nearby Airport 4-11
Figure 4-8: Percentage of Airports With a Published Approach 4-12
Figure 4-9: 30-Minute Current Accessibility to a Georgia Airport With a Published Approach 4-17
Figure 4-10: 30-Minute Current Accessibility to a Georgia or Nearby Airport With a Published Approach 4-18

Figure 4-11: 30-Minute Target Accessibility If All Georgia Airports Have a Published Approach 4-19
Figure 4-12: 30-Minute Accessibility to a Proposed/Pending Published Approach 4-20
Figure 4-13: Percentage of Airports With a Vertical Guidance Approach 4-21
Figure 4-14: 45-Minute Current Accessibility to a Georgia Airport With a Vertical Guidance Approach 4-26
Figure 4-15: 45-Minute Current Accessibility to a Georgia or Nearby Airport With a Vertical Guidance Approach 4-27
Figure 4-16: 45-Minute Potential Accessibility to a Georgia or Nearby Airport With a Vertical Guidance Approach from System Upgrades 4-28
Figure 4-17: Percentage of Airports With AWOS or ASOS 4-29
Figure 4-18: 30-Minute Current Accessibility to a Georgia Airport With On-Site Weather Reporting System 4-34
Figure 4-19: 30-Minute Current Accessibility to Georgia or Nearby Airport With On-Site Weather Reporting System 4-35
Figure 4-20: 30-Minute Potential Accessibility to Georgia or Nearby Airport With On-Site Weather Reporting Equipment 4-36
Figure 4-21 Percentage of Airports With a Runway Length of 4,000 Feet or Greater 4-37
Figure 4-22: 30-Minute Current Accessibility to a Georgia Airport With a Runway Length of 4,000 Feet or Greater 4-42
Figure 4-23: 30-Minute Current Accessibility to a Georgia or Nearby Airport With a Runway Length of 4,000 Feet or Greater 4-43
Figure 4-24: 30-Minute Potential Accessibility to a Georgia or Nearby Airport With a Runway Length of 4,000 Feet or Greater 4-44
Figure 4-25: Percentage of Airports With a Runway Length of 5,000 Feet or Greater 4-45
Figure 4-26: 30-Minute Current Accessibility to a Georgia Airport With a Runway 5,000 Feet or Greater 4-50
Figure 4-27: 30-Minute Current Accessibility to Georgia and Nearby Airports With a Runway 5,000 Feet or Greater 4-51
Figure 4-28: 30-Minute Potential Accessibility to a Georgia or Nearby Airport With a Runway 5,000 Feet or Greater 4-52
Figure 4-29: Percentage of Airports With a Runway Length of 5,500 Feet or Greater 4-53
Figure 4-30: 45-Minute Current Accessibility to Georgia Airports With a Runway of 5,500 Feet or Greater 4-58
Figure 4-31: 45-Minute Current Accessibility to Georgia and Nearby Airports With a Runway of 5,500 Feet or Greater 4-59
Figure 4-32: 45-Minute Potential Accessibility to Georgia and Nearby Airports With a Runway of 5,500 Feet or Greater 4-60
Figure 4-33: 2002 Versus 2012 Primary Runway PCI Comparison 4-61
Figure 4-34: 2002 Versus 2017 Runway Safety Area Compliance For Primary Runways 4-65
Figure 4-35: 2002 Versus 2017 Runway to Taxiway Separation Standards 4-70
Figure 4-36: Georgia RPZs Under And Not Under Airport Control 4-75
Figure 4-37: Airports With and Without Incompatible Land Use 4-75
Figure 4-38: Statewide Percentage Of Cost To Gain Control Over Land Use Types Within Airport RPZs 4-76

Figure 4-39: Level III RPZs Fully Under And Not Fully Under Airport Control....4-77
Figure 4-40: Level III RPZs With and Without Incompatible Land Uses....4-77
Figure 4-41: Percentage of Total Cost by Category To Control All RPZs at Level III Airports....4-78
Figure 4-42: Level II RPZs Fully and Not Fully Under Airport Control....4-78
Figure 4-43: Level II RPZs With and Without Incompatible Land uses....4-79
Figure 4-44: Percent of Total Cost by Category To Control All RPZs at Level II Airports....4-79
Figure 4-45: Level I RPZs Under and Not Under Airport Control....4-80
Figure 4-46: Level I RPZs With and Without Incompatible Land Uses....4-80
Figure 4-47: Percentage of Total Cost by Category - Level I Airports....4-81
Figure 4-48: Local Governments With Land Use Controls And Zoning Tools In Place....4-83
Figure 4-49: Types of TTF Activities at Georgia Airports....4-85
Figure 4-50: Operators With TTF Agreements in Place at Georgia Airports....4-85
Figure 4-51: Georgia Airports Collecting and Not Collecting TTF Fees....4-86
Figure 5-1: 45-Minute Service Areas for Level III Airports....5-11
Figure 5-2: 45-Minute Service Areas for Level III and 60-Minute Service Areas for Commercial Airports....5-12
Figure 5-3: 2018 Recommended Georgia State Airport System....5-17
Figure 5-4: 30-Minute Service Areas for Recommended Level I Airports....5-18
Figure 5-5: 30-Minute Service Areas for Recommended Level II Airports....5-19
Figure 5-6: Combined 30-Minute Service Areas for Recommended Level I and Level II Airports....5-20
Figure 5-7: Combined Accessibility to All Airports in the Recommended System....5-21
Figure 6-1: Percentage of Airports By Level That Meet Primary Runway Length Objectives....6-4
Figure 6-2: Airports Exceeding 6,000-foot Runway Length....6-7
Figure 6-3: Percentage of Airports By Level That Meet Primary Runway Width Objectives....6-8
Figure 6-4: Percentage of Airports By Level That Meet Taxiway Objectives....6-9
Figure 6-5: Percentage of Airports By Level That Meet Primary Runway Minimum Pavement Condition Objectives....6-10
Figure 6-6: Percentage of Airports By Level That Meet Pavement Strength Objectives....6-12
Figure 6-7: Percentage of Airports By Level That Meet Approach Objectives....6-13
Figure 6-8: Percentage of Airports By Level That Meet Runway Edge Lighting Objectives....6-14
Figure 6-9: Percentage of Airports By Level That Meet Taxiway Lighting Objectives....6-15
Figure 6-10: Percentage of Airports By Level That Meet Airport Lighting System Objectives....6-16
Figure 6-11: Percentage of Airports By Level That Meet NAVAIDs Objectives....6-17
Figure 6-12: Percentage of Airports By Level That Meet Weather Reporting Objective....6-19
Figure 6-13: Percentage of Airports By Level That Meet Signage Objective....6-21
Figure 6-14: Percentage of Airports By Level That Meet Fencing Objectives....6-22

Figure 6-15: Percentage of Airports By Level That Will Meet Hangar Aircraft 2035 Storage Objective....6-24
Figure 6-16: Percentage of Airports By Level That Currently Meet Hangar Aircraft Storage Objective....6-25
Figure 6-17: Percentage of Airports By Level That Will Meet 2035 General Aviation Tie-Down/Apron Objective....6-26
Figure 6-18: Percentage of Airports By Level That Currently Meet General Aviation Tie-Down/Apron Objective....6-27
Figure 6-19: Percentage of Airports By Level That Meet Terminal Objective....6-29
Figure 6-20: Percentage of Airports By Level That Will Meet 2035 General Aviation Auto Parking Objective....6-30
Figure 6-21: Percentage of Airports By Level That Currently Meet General Aviation Auto Parking Objective....6-32
Figure 6-22: Percentage of Airports By Level That Provide Fuel Type To Meet Objective....6-33
Figure 6-23: Percentage of Airports By Level That Meet FBO Objective....6-35
Figure 6-24: Percentage of Airports by Level That Meet Aircraft Maintenance Objective....6-36
Figure 6-25: Percentage of Airports By Level That Meet Rental Car Objective....6-37
Figure 6-26: Statewide Comparison of Facility And Service Objective Performance 2002 GSASP Versus 2017 GSASP....6-39
Figure 6-27: Level III Comparison of Facility And Service Objective Performance 2002 GSASP Versus 2017 GSASP....6-40
Figure 6-28: Level II Comparison of Facility And Service Objective Performance 2002 GSASP Versus 2017 GSASP....6-41
Figure 6-29: Level I Comparison of Facility And Service Objective Performance 2002 GSASP Versus 2017 GSASP....6-42
Figure 7-1: System Plan Costs by Project Category....7-13
Figure 7-2: System Plan Project Costs by Level....7-14
Figure 7-3: Pavement Costs by Project Category....7-15
Figure 7-4: Pavement Costs by Airport Level....7-16
Figure 7-5: CIP Costs by Project Category....7-18
Figure 7-6: CIP Costs by Level....7-19
Figure 7-7: RPZ Costs by Project Category....7-20
Figure 7-8: RPZ Costs by Level....7-21
Figure 7-9: Additional Or Replacement Airport Costs....7-22
Figure 7-10: Combined Development Costs by Project Category....7-24
Figure 7-11: Combined Development Costs by Level....7-25
Figure 7-12: Combined Development Costs by Plan....7-26

Tables

Table 2-1: Aircraft Approach Category 2-2
Table 2-2: Airplane Design Group 2-2
Table 2-3: Runway Visual Range 2-3
Table 2-4: Georgia System Airports 2-4
Table 2-5: System Plan Role Descriptions 2-8
Table 2-6: Current Runway Dimensions 2-10
Table 2-7: Runway Lighting Information 2-14
Table 2-8: Primary Runway Taxiway Information 2-20
Table 2-9: Instrument Approach Aids 2-25
Table 2-10: Airport Visual Aids 2-31
Table 2-11: Weather Reporting Systems 2-35
Table 2-12: Fuel Type 2-38
Table 2-13: Services and Facilities 2-42
Table 2-14: Ground Access Options 2-48
Table 2-15: Airport Layout Plan and Wildlife Management Plan 2-51
Table 3-1: National Trends Influencing General Aviation Growth 3-4
Table 3-2: Georgia Air Service Summary (Month of January 2002-2017), Excluding ATL 3-6
Table 3-3: ABY Air Service Summary (Month of January 2002-2017) 3-7
Table 3-4: AGS Air Service Summary (Month of January 2002-2017) 3-8
Table 3-5: AHN Air Service Summary (Month of January 2002-2017) 3-9
Table 3-6: BQK Service Summary (Month of January 2002-2017) 3-10
Table 3-7: CSG Air Service Summary (Month of January 2002-2017) 3-11
Table 3-8: MCN Air Service Summary (Month of January 2002, 2007, 2012 and August 2017) 3-13
Table 3-9: SAV Air Service Summary (Month of January 2002-2017) 3-14
Table 3-10: VLD Air Service Summary (Month of January 2002-2017) 3-15
Table 3-11: Based Aircraft and General Aviation Operations Estimates In Georgia 3-16
Table 3-12: Georgia Historic Commercial Service Enplanements and Operations (Excluding ATL) 3-27
Table 3-13: Georgia Enplanement Projections 3-28
Table 3-14: Georgia Commercial Service Operations Projections 3-29
Table 3-15: Comparison of Based Aircraft Projection Scenarios 3-30
Table 3-16: Comparison of General Aviation Annual Operations Projection Scenarios 3-32
Table 3-17: Projections of Based Aircraft and General Aviation Operations 3-34
Table 4-1 Airports With a Published Approach 4-12
Table 4-2: Airports With a Vertical Guidance Approach 4-21

Table 4-3: Airports With AWOS or ASOS 4-29
Table 4-4: Georgia Level II and III Airports Without On-Site Weather Reporting Equipment 4-33
Table 4-5: Airports With a Runway 4,000 Feet or Greater 4-37
Table 4-6: Georgia Airports With a Runway Less Than 4,000-Foot Runway 4-41
Table 4-7: Proposed Runway Extensions at Georgia Airports 4-41
Table 4-8: Airports With a Runway 5,000 Feet or Longer 4-45
Table 4-9: Airports With Plans for Runway Extensions to at Least 5,000 Feet 4-49
Table 4-10: Airports With a Runway 5,500 Feet or Longer 4-53
Table 4-11: Airports With Plans for Runway Extensions to at Least 5,500 Feet 4-57
Table 4-12: Airport Primary Runway PCI Ratings 2002 Versus 2012 4-61
Table 4-13: Airport Primary Runway Safety Areas 4-65
Table 4-14: Airport Runway To Taxiway Separation Standards 4-70
Table 4-15: Land Uses in an RPZ Requiring FAA Coordination 4-74
Table 4-16: Airports in Georgia With Through-the-Fence Access 4-84
Table 4-17: Current and Future Performance Measures 4-87
Table 5-1: FAA ASSET Airport Categories and Criteria 5-3
Table 5-2: Georgia System Airports by ASSET/NPIAS Role Compared To Current State Role 5-4
Table 5-3: Summary Comparison of NPIAS/ASSET and Current GSASP Roles 5-7
Table 5-4: ASSET/NPIAS Unclassified Airport Summary 5-8
Table 5-5: Eligibility Review for Non-NPIAS Airports 5-9
Table 5-6: Recommended Airport Roles 5-13
Table 6-1: Facility and Service Objectives for Georgia by Airport Level 6-2
Table 6-2: Airports Not Meeting Runway Length Objective (October 2017) 6-4
Table 6-3: NBAA Business Airport Guidelines 6-5
Table 6-4: Airports With Runway Lengths Greater Than 6,000 Feet To Support Large Business Jets (October 2017) 6-6
Table 6-5: Airports Not Meeting Primary Runway Width Objective (October 2017) 6-8
Table 6-6: Airports Not Meeting Taxiway System Objectives (October 2017) 6-9
Table 6-7: Airports Not Meeting Pavement Condition Objectives (October 2017) 6-10
Table 6-8: Airports Not Meeting Pavement Strength Objectives (October 2017) 6-12
Table 6-9: Airports Not Meeting Approach Type Objective (October 2017) 6-13
Table 6-10: Airports Not Meeting Runway Edge Lighting Objective (October 2017) 6-14
Table 6-11: Airports Not Meeting Taxiway Lighting Objective (October 2017) 6-15
Table 6-12: Airports Not Meeting Approach Lighting Objective (October 2017) 6-16
Table 6-13: Airports Not Meeting Rotating Beacon Objectives (October 2017) 6-18

Table 6-14: Airports Not Meeting Segmented Circle Objectives (October 2017) 6-18
Table 6-15: Airports Not Meeting VGSI Objectives (October 2017) 6-19
Table 6-16: Airports Not Meeting Weather Reporting Objective (October 2017) 6-20
Table 6-17: Airports Not Meeting Signage Objective (October 2017) 6-21
Table 6-18: Airports Not Meeting Fencing Objective (October 2017) 6-22
Table 6-19: Airports That will Not Meet 2035 Hangar Storage Objective 6-25
Table 6-20: Airports That Do Not Meet Current Hangar Storage Objective 6-25
Table 6-21: Airports That Will Not Meet Apron Tie-Down 2035 Objective 6-27
Table 6-22: Airports That Do Not Currently Meet Apron Tie-Down Objective 6-28
Table 6-23: Airports Not Meeting Terminal Objective (October 2017) 6-29
Table 6-24: Airports That Will Not Meet 2035 General Aviation Auto Parking Objective 6-31
Table 6-25: Airports That Currently Do Not Meet General Aviation Auto Parking Objective 6-32
Table 6-26: Airports Not Meeting Fuel Objectives (October 2017) 6-34
Table 6-27: Full-Service FBO Services 6-34
Table 6-28: Airports Not Meeting FBO Objective (October 2017) 6-35
Table 6-29: Airports Not Meeting Aircraft Maintenance Objective (October 2017) 6-36
Table 6-30: Airports Not Meeting Rental Car Objective (October 2017) 6-37
Table 6-31: Runway Objectives And Compliance By Airport 6-44
Table 6-32: Taxiway Type Objectives And Compliance By Airport 6-49
Table 6-33: Pavement Objectives and Compliance by Airport 6-54
Table 6-34: Approach Objectives And Compliance By Airport 6-59
Table 6-35: Airport Lighting Objectives And Compliance By Airport 6-64
Table 6-36: Airport Visual Navigation Aids Objectives and Compliance by Airport 6-69
Table 6-37: Weather Reporting Objectives and Compliance by Airport 6-74
Table 6-38: Airfield Signage Objectives and Compliance by Airport 6-79
Table 6-39: Fencing Objectives and Compliance by Airport 6-84
Table 6-40: Hangar Storage Objectives and Compliance by Airport 6-89
Table 6-41: Apron Storage Objectives and Compliance by Airport 6-94
Table 6-42: Terminal Objectives and Compliance by Airport 6-99
Table 6-43: Auto Parking Objectives and Compliance by Airport 6-104
Table 6-44: Fuel Objectives and Compliance by Airport 6-109
Table 6-45: FBO Objectives and Compliance by Airport 6-114
Table 6-46: Maintenance and Rental Car Objectives and Compliance by Airport 6-119
Table 7-1: Summary of Facility and Services Objective Performance by Level 7-7
Table 7-2: Summary of System Plan Costs by Detailed Project Category and Level 7-11

Table 7-3: System Plan Costs Summarized by Project Category and Level 7-12
Table 7-4: Summary of Pavement Costs by Project Category and Level 7-15
Table 7-5: Pavement Costs by Project Category and Airport Level 7-16
Table 7-6: Summary of RPZ Costs by Project Category and Level 7-20
Table 7-7: Additional Or Replacement Airport Costs 7-22
Table 7-8: Summary of Combined Development Costs by Project Category and Level 7-23
Table 7-9: Summary of Combined Development Costs by Level and Plan 7-25
Table 7-10: Average Annual Development Need 7-27
Table 7-11: Federal Funding for Georgia Airports 7-28
Table 7-12: Anticipated Average Annual Federal and State Funding for Georgia Airports 7-29

Appendices

Appendix A, Sample of Questionnaire/Survey for Data Collection Effort

Appendix B, Airport Report Cards

1. INTRODUCTION

In the winter of 2016, the Georgia Department of Transportation (GDOT) Aviation Programs embarked on a study to update Georgia's Statewide Aviation System Plan (GSASP or the system plan). The State Aviation System Plan was last published in 2002. Since the last GSASP, the state has experienced employment and population growth, and there have been changes in the aviation industry. Examples of industry changes include consolidation of the mainline or network commercial airline carriers. Commercial carriers are also flying airplanes that have higher seating capacities; this means airlines are carrying more passengers on fewer flights. Since the last GSASP, the general aviation industry has experienced limited and even, in some cases, declining growth. The number of single-engine piston aircraft in the active fleet has declined, but with recent growth in the US economy, the business segment of the general aviation industry has experienced resurgence. Changes in technology have also enabled many additional airports in Georgia to have a non-precision instrument approach using Global Satellite Positioning (GPS) equipment. This update to the GSASP reflects changes in the state that have taken place since the last system plan was published, while considering changes in the aviation industry.

The update to the GSASP was accomplished in a series of separate but interrelated steps; these steps are described below and are graphically depicted in **Figure 1-1**.

- **Inventory:** Outreach and on-site visits to 103 study airports were the backbone for the inventory effort. Some of the GSASP's analyses were based on information provided by GDOT. Data from the Federal Aviation Administration (FAA) was also used to support the development of the plan. The system plan's inventory chapter provides information on current facilities, services, and activity. As part of the inventory effort, three additional investigative efforts were undertaken. These efforts included **runway protection zone** (RPZ) analysis, a **land use** control analysis, and an analysis of **through-the-fence** (TTF) operators at study airports.

  The first analysis examined the 280 RPZs for all study airports. This effort reviewed all RPZs, identified portions of each RPZ that are currently not under airport control, categorized types of development that are in RPZs not under airport control, and developed estimates of costs that could be incurred to bring all RPZs for the study airports under airport control. Only 30 percent of the 280 RPZs are currently under airport control.

  The second investigation included review of 196 local governments (cities and counties) that are adjacent to the Georgia airports. As part of the GSASP, each of the cities/counties was reviewed to determine if they have zoning in place, if they have adopted specific zoning to protect the airport, and if they have enacted height zoning ordinances. Of the 196 counties/cities that are adjacent to the study airports, only 20 percent currently have land use controls in place that are airport-specific.

  The inventory effort also included identifying airports that have through-the-fence operators. Airports with TTF operators were identified, then information on the types of activities each operator is engaged in was documented. There are 17 airports that have TTF operations, and just over 30 different TTF operators were identified at these airports. Airports and TTF operators were questioned to determine if they have written operating agreements in place and to ascertain whether the TTF operators are paying fees for their use of public airport facilities.
- **Forecasts:** Most recommendations for airports included in the state airport system are based on the airport's assigned role, but some are based on projected levels of future aviation activity. As part of the GSASP update, 20-year projections of aviation demand were developed for based general aviation aircraft, general aviation operations, commercial enplanements, and commercial aircraft operations.
- **System Evaluation:** Evaluating the Georgia airport system to identify its adequacies and deficiencies helps the state develop a plan that shapes a viable and balanced system of airports. For this update to

the GSASP, a series of performance measures were established. Using a GIS tool, drive-time service areas for the airports were established. Additional GIS analysis was undertaken to determine current accessibility ratings for each of the performance measures. For some measures, past and current system performance was also graphed; this step established an updated system report card. In subsequent planning cycles, the system can be evaluated using the same performance measures to identify changes between reporting cycles. Performance measures used to evaluate the system included accessibility to: airports with scheduled commercial airline service; airports with on-site weather reporting equipment; airports with a precision-like approach; airports with various runway lengths; airports with a published approach; as well as accessibility to any airport.

- **Airport Roles:** GDOT, as part of a prior statewide system plan, established different roles or levels for Georgia airports: airports are assigned to Level III, Level II, or Level I. Airport roles are based on factors such as facilities, activity, services, and market area characteristics. As part of this task, 30-minute accessibility to any airport was examined to determine if there is a need to bring additional airports to the system or to establish new system airports. Further, the system was evaluated to determine whether there are accessibility voids to Level III airports. Recommended changes to the current system were made in accordance with the findings from these reviews.
- **Airport Facilities/Future Airport Performance:** Airports in each of the three levels have established facility/service objectives; these objectives are considered the minimum to which each airport should be developed to enable the airport to meet its assigned level in the state airport system. Existing facilities/services at each airport were compared to the airport's respective objectives to identify needed improvements. System performance, both statewide and by airport level for all objectives, is summarized graphically as part of this step in the planning process. Actions needed at each airport to bring the system into full compliance with all objectives are identified. The results of this evaluation are used to establish a report card for each airport. The airport report cards identify projects and anticipated costs needed to improve the system so that Georgia airports are 100 percent compliant with all development objectives.
- **Recommended Plan:** The final chapter of the system plan update identifies costs to improve the system to meet all airport objectives established by the system plan. Statewide costs to meet the system plan's objectives are summarized in total by airport level and by type of project. GDOT also has a Statewide Airfield Pavement Management Study; this Study identifies needed pavement maintenance and improvement projects for most system airports. The recommended plan summarizes identified pavement-related projects for the study airports. Finally, costs to bring all RPZs at study airports under airport control were estimated.

  Each airport also has its own capital improvement plan (CIP); current CIPs for each airport were compared to GSASP, Statewide Airfield Pavement Management Study, and RPZ recommendations to determine if any airports have planned projects that will enable them to resolve any noted deficiencies as they relate to system plan objectives. As part of the recommended plan, projects from the GSASP, Statewide Airfield Pavement Management Study, RPZ analysis, and CIPs were reviewed in an attempt to identify and remove any duplicate projects to avoid double-counting financial requirements for the system. The recommended plan identifies estimated five-year and average annual investment needs for the Georgia airports considering projects identified to meet system plan objectives, RPZ mitigation, pavement maintenance, and CIP implementation. It is important to note that airport-specific CIPs present in this report have not been approved or prioritized by GDOT.

Remaining sections of this report provide documentation for each of the elements summarized here.

Georgia is served by a comprehensive system of airports, and the GSASP provides a blueprint to guide the strategic development of the state airport system. The system plan provides GDOT with guidance to help ensure that Georgia is served by a balanced and viable airport system. This update provides key information

that shows how GDOT programs and investment have combined to improve the performance of the state airport system since the 2002 GSASP. The approach to updating the GSASP was performance-based. Employing this type of approach enables the GDOT to understand:

- How the airport system was performing at the time of the 2002 GSASP.
- How the airport system is current performing.
- How the system should be improved in the future to meet statewide transportation and economic objectives.

The 2018 GSASP contains several components, including:

- Update to the Statewide Aviation System Plan.
- Analysis of runway protection zones.
- Investigation to identify local governments that are protecting airport resources.
- Identification of airports with through-the-fence operators.
- Development of an airport layout plan (ALP) for a new system airport north of the Atlanta metro area.
- Identification of technically suitable sites for a replacement airport in southeast Georgia.

Combined, these study efforts are part of the 2018 GSASP update. Documentation on all of the efforts noted here can be obtained from GDOT: http://www.dot.ga.gov/IS/AirportAid/AviationSystemPlan. The strategic approach that supported this project helps ensure that Georgia has a system of public-use airports that are conveniently located to meet the needs of commercial aviation, business and corporate users, and personal and recreational flyers.

Communication and outreach were essential underpinnings to the success of this plan. The update to the GSASP started by directly contacting each of the 103 study airports. Each airport was contacted by mail and subsequently visited by a study team member. As part of each airport's visit, information was provided on how airports could stay involved in the study through a project website hosted by GDOT. The system plan is a top-down study whose recommendations must still be implemented from the bottom-up by individual study airports. Therefore, direct communication with study airports was essential to the GSASP's ultimate success.

At the onset of the study, a project Focus Group meeting was held. Individuals representing statewide aviation, transportation, and economic interests comprised the Focus Group. Focus Group representatives provided input on a variety of topics including: infrastructure needs for the Georgia airports; funding challenges that the airports face; community support and understanding of the needs and benefits of the airports (including airport grant assurances related to protection from encroachment); weaknesses and opportunities that currently characterize the state airport system; and the potential for national trends in the aviation industry to impact the Georgia airports.

A Project Advisory Committee was established, and this group met three times over the course of the study to provide input on draft findings and recommendations. The project website enabled interested parties to remain engaged in the GSASP as it unfolded. A mid-project briefing on the system plan update was provided to the Georgia Airports Association. Project webinars enabled all airports and others to learn about study findings; other groups, such as the State Transportation Board, had presentations on final recommendations from the GSASP update.

The primary output from the update to the GSASP is a Technical Report that documents all study analysis, findings, and recommendations. An Executive Summary provides a high-level summary of the much more extensive Technical Report.

An Individual Airport Report was prepared for each study airport. These reports summarize each airport's specific findings and recommendations from the GSASP, and contain each airport's Report Card. The Report Cards provide a summary of projects and costs that the airport could anticipate in the next five years. The Individual Airport Reports also provide detailed airport-specific information for the community-based land use compatibility analysis, and the analysis to detail airport control over each RPZ. The Individual Airport Reports are available from GDOT Aviation.

Technical elements that form the GSASP are presented in the following chapters.

FIGURE 1-1: SYSTEM PLANNING PROCESS

Source: Jviation

2. INVENTORY

2.1 Introduction

The inventory effort for the update to the Georgia Statewide Aviation System Plan (GSASP) documents existing facilities and conditions for all airports included in the system plan update. Data collected during the inventory process is used throughout the study to complete various evaluations and to formulate final study recommendations. Information gathered during the inventory is used to project future demand, determine the adequacy of current system performance, identify airport-specific facility and service improvements, and develop recommendations for the future system. Data summarized in this chapter includes current conditions as they relate to:

- Aviation activity: based aircraft and annual operations for all study airports.
- Airside facilities: runways and taxiways.
- Navigational, approach, and landing aids: facilities that support airport usage during periods of reduced visibility or at night.
- Landside facilities/services: fixed base operators, public restrooms, on-site maintenance, food services, and other passenger/aircraft services.
- Airport planning documents: airport master and layout plans.

The data collection process to support the inventory effort started in March of 2017; information reported in this chapter reflects conditions at study airports at the time data collection was completed.

2.2 Data Collection Process

The inventory collected information from 103 commercial service and general aviation airports. These airports are referred to in this report as “study airports.”

Inventory information was collected from several sources, through a variety of means. Data was collected using survey/questionnaires, on-site visits, phone interviews, and secondary sources. A system plan inventory questionnaire was created and mailed to each airport to begin the inventory process. This questionnaire asked for information regarding runways, taxiways, airport visual aids, weather reporting/communication systems, services, hangar space/tie-down/aircraft parking, based aircraft, and aircraft operations. These questionnaires were pre-populated with data from resources such as:

- Federal Aviation Administration (FAA) Form 5010, Airport Master Record
- FAA Airport/Facilities Directory
- AirNav.com
- Airport Master Plans
- Airport Layout Plans (ALPs)
- GDOT databases
- 2002 Georgia State Aviation System Plan
- Georgia Airport Directory

The questionnaires requested that each airport review all pre-populated information, fill in any blanks in the questionnaire, and make changes to pre-populated data, as needed. On-site visits were arranged with all study

airports to review their questionnaire. The on-site visits included interviews with airport representatives identified by GDOT. A copy of the questionnaire is in **Appendix A**.

2.3 Existing System

The existing system includes 103 airports, all of which are publicly owned. As shown in **Table 2-4** and **Figure 2-2**, the system consists of eight airports designated as commercial airports and 95 general aviation airports. The eight commercial airports are in addition to Hartsfield-Jackson Atlanta International. As of October 2017, only seven of those commercial airports had service provided by a scheduled carrier—Athens-Ben Epps Airport (AHN), the commercial airport serving Athens, is without service. Commercial airline service was restored at Middle Georgia Regional Airport (MCN) in Macon in 2017. The carrier providing service to MCN is operating with the assistance of a grant from the federally funded Essential Air Service (EAS) program.

Table 2-4 displays each airport, its associated city, the FAA identifier and airport reference code (ARC). The ARC is a coding system used to relate airport design criteria to the operational and physical characteristics of the types of aircraft intended to operate at that airport. Specifically, the ARC is an airport designation that signifies the airport's highest Runway Design Code (RDC), which itself consists of the following components:

- Aircraft Approach Category (AAC) depicted by a letter and based on aircraft approach speed (**Table 2-1**)
- Airplane Design Group (ADG) depicted by a Roman numeral and based on aircraft wing span and tail height (**Table 2-2**)
- Runway Visual Range (RVR) based on runway visibility minimums (**Table 2-3**)

TABLE 2-1: AIRCRAFT APPROACH CATEGORY

Approach Category	Approach Speed
A	< 91 knots
B	91 knots - < 121 knots
C	121 knots - < 141 knots
D	141 knots - < 166 knots
E	166 knots or more

Source: FAA

TABLE 2-2: AIRPLANE DESIGN GROUP

Design Group	Wingspan	Tail Height
I	< 49 feet	< 20 feet
II	49 feet - < 79 feet	20 feet - < 30 feet
III	79 feet - < 118 feet	30 feet - < 45 feet
IV	118 feet - < 171 feet	45 feet - < 60 feet
V	171 feet - < 214 feet	60 feet - < 66 feet
VI	214 feet - < 262 feet	66 feet - < 80 feet

Source: FAA

TABLE 2-3: RUNWAY VISUAL RANGE

RVR (feet)	Instrument Flight Visibility Category (statute mile)
5,000	Not lower than 1 mile
4,000	Lower than 1 mile but not lower than ¾ mile
2,400	Lower than ¾ mile but not lower than ½ mile
1,600	Lower than ½ mile but not lower than ¼ mile
1,200	Lower than ¼ mile

Source: FAA

Generally speaking, aircraft in Approach Category A and Design Group I are small general aviation aircraft. Most general aviation aircraft seldom exceed Approach Category C. Aircraft above Approach Category C are typically commercial aircraft, but even some smaller commercial planes are included in Approach Category C. The higher the letter designation for the Approach Category and the higher the Roman Numeral for the Design Group, the larger the aircraft that the airport is designated to accommodate, as shown in **Figure 2-1**.

FIGURE 2-1: RDC AIRCRAFT TYPES

Source: Jviation
Note: Aircraft in Approach Category E and Design Group VI do not operate at Georgia airports, with the exception of possible operations at Hartsfield-Jackson Atlanta International

TABLE 2-4: GEORGIA SYSTEM AIRPORTS

City	Airport Name	FAA ID	ARC
Commercial Service Airports			
Albany	Southwest Georgia Regional Airport	ABY	D-IV
Augusta	Augusta Regional Airport at Bush Field	AGS	D-III
Athens	Athens-Ben Epps Airport	AHN	C-II
Brunswick	Brunswick-Golden Isles Airport	BQK	D-IV
Columbus	Columbus Airport	CSG	C-III
Macon	Middle Georgia Regional Airport	MCN	D-III
Savannah	Savannah-Hilton Head International Airport	SAV	D-IV
Valdosta	Valdosta Regional Airport	VLD	C-II
General Aviation Airports			
Adel	Cook County Airport	15J	B-II
Alma	Bacon County Airport	AMG	B-II
Americus	Jimmy Carter Regional Airport	ACJ	C-II
Ashburn	Turner County Airport	75J	B-II
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	C-II
Atlanta	Cobb County International Airport-McCollum Field	RYY	C-II
Atlanta	Covington Municipal Airport	CVC	B-II
Atlanta	DeKalb-Peachtree Airport	PDK	C-II
Atlanta	Fulton County Airport-Brown Field	FTY	D-III
Atlanta	Newnan-Coweta County Airport	CCO	B-II
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	B-II
Augusta	Daniel Field Airport	DNL	B-II
Bainbridge	Decatur County Industrial Air Park	BGE	C-II
Baxley	Baxley Municipal Airport	BHC	B-II
Blairsville	Blairsville Airport	DZJ	B-II
Blakely	Early County Airport	BIJ	B-II
Brunswick	McKinnon-St. Simons Island Airport	SSI	B-II
Buena Vista	Marion County Airport	82A	A-I Small
Butler	Butler Municipal Airport	6A1	B-II
Cairo	Cairo-Grady County Airport	70J	B-II
Calhoun	Tom B. David Field Airport	CZL	B-II
Camilla	Camilla-Mitchell County Airport	CXU	B-II
Canon	Franklin County Airport	18A	B-II
Canton	Cherokee County Airport	CNI	B-II
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	C-II
Cartersville	Cartersville Airport	VPC	B-II
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	B-II

TABLE 2-4: GEORGIA SYSTEM AIRPORTS

City	Airport Name	FAA ID	ARC
Claxton	Claxton-Evans County Airport	CWV	B-II
Cochran	Cochran Airport	48A	B-II
Cordele	Crisp County-Cordele Airport	CKF	B-II
Cornelia	Habersham County Airport	AJR	B-II
Cuthbert	Lower Chattahoochee Regional Airport	25J	A-I
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	A-I
Dalton	Dalton Municipal Airport	DNN	B-II
Dawson	Dawson Municipal Airport	16J	A-I
Donalsonville	Donalsonville Municipal Airport	17J	B-II
Douglas	Douglas Municipal Airport	DQH	C-II
Dublin	W.H. "Bud" Barron Airport	DBN	D-II
Eastman	Heart of Georgia Regional Airport	EZM	C-II
Elberton	Elbert County Airport-Patz Field	EBA	B-II
Ellijay	Gilmer County Airport	49A	B-I
Fitzgerald	Fitzgerald Municipal Airport	FZG	B-II
Folkston	Davis Field Airport	3J6	A-I
Gainesville	Lee Gilmer Memorial Airport	GVL	B-II
Greensboro	Greene County Regional Airport	3J7	B-II
Griffin	Griffin-Spalding County Airport	6A2	B-II
Hampton	Henry County Airport	HMP	B-II
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	A-I
Hazlehurst	Hazlehurst Airport	AZE	B-II
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	C-II
Homerville	Homerville Airport	HOE	B-II
Jasper	Pickens County Airport	JZP	B-II
Jefferson	Jackson County Airport	JCA	B-I
Jekyll Island	Jekyll Island Airport	09J	B-I
Jesup	Jesup-Wayne County Airport	JES	B-II
LaFayette	Barwick LaFayette Airport	9A5	A-I
LaGrange	Lagrange-Callaway Airport	LGC	C-II
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	D-II
Louisville	Louisville Municipal Airport	2J3	B-II
Macon	Macon Downtown Airport	MAC	B-II
Madison	Madison Municipal Airport	52A	B-I
Mc Rae	Telfair-Wheeler Airport	MQW	B-II
Metter	Metter Municipal Airport	MHP	B-II
Milledgeville	Baldwin County Airport	MLJ	B-II

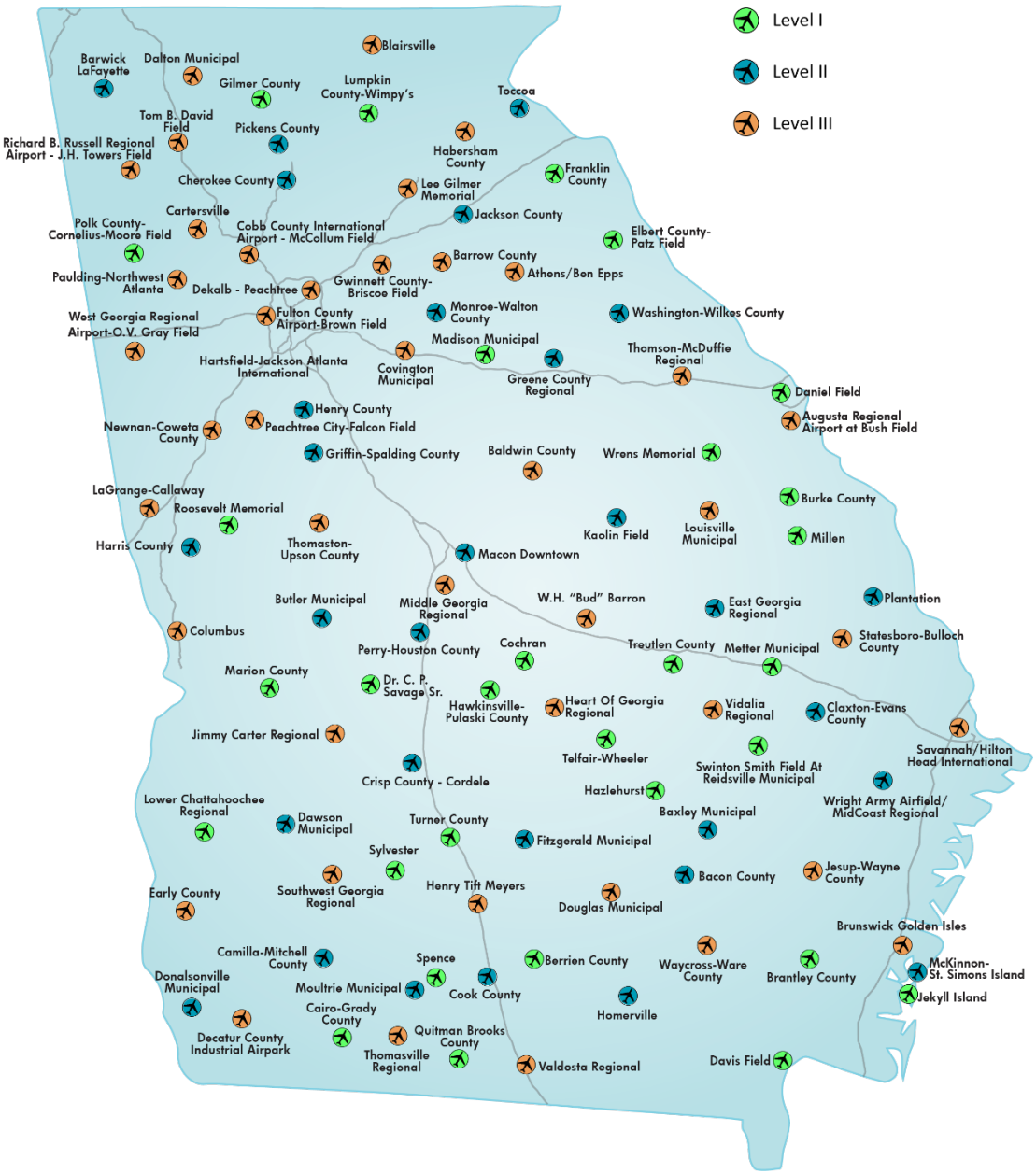
TABLE 2-4: GEORGIA SYSTEM AIRPORTS

City	Airport Name	FAA ID	ARC
Millen	Millen Airport	2J5	B-II
Monroe	Monroe-Walton County Airport	D73	B-II
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	B-II
Moultrie	Moultrie Municipal Airport	MGR	B-II
Moultrie	Spence Airport	MUL	A-I
Nahunta	Brantley County Airport	4J1	A-II
Nashville	Berrien County Airport	4J2	B-II
Perry	Perry-Houston County Airport	PXE	B-II
Pine Mountain	Harris County Airport	PIM	B-II
Quitman	Quitman Brooks County Airport	4J5	B-I Small
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	B-II
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	C-II
St Marys	St Marys Airport	4J6	B-II
Sandersville	Kaolin Field Airport	OKZ	B-II
Soperton	Treutlen County Airport	4J8	A-I
Statesboro	Statesboro-Bulloch County Airport	TBR	C-II
Swainsboro	East Georgia Regional Airport	SBO	C-II
Sylvania	Plantation Airpark	JYL	B-II
Sylvester	Sylvester Airport	SYV	B-II
Thomaston	Thomaston-Upson County Airport	OPN	C-II
Thomasville	Thomasville Regional Airport	TVI	B-II
Thomson	Thomson-McDuffie Regional Airport	HQU	C-II
Tifton	Henry Tift Myers Airport	TMA	B-II
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	B-II
Vidalia	Vidalia Regional Airport	VDI	C-II
Warm Springs	Roosevelt Memorial Airport	5A9	B-II
Washington	Washington-Wilkes County Airport	IIY	B-II
Waycross	Waycross-Ware County Airport	AYS	C-II
Waynesboro	Burke County Airport	BXG	B-II
Winder	Barrow County Airport	WDR	B-II
Wrens	Wrens Memorial Airport	65J	A-I Small

Source: GDOT

Figure 2-2 is a visual representation of the airports listed in the previous table.

FIGURE 2-2: GEORGIA SYSTEM AIRPORTS AND 2002 AIRPORT ROLES/LEVELS



Source: GDOT

Georgia's 2002 state airport system plan provided parameters for assigning Georgia's airports to a role in the statewide system. Levels I, II, and III comprise the three current roles for airports in the Georgia system. Each role and its parameters are displayed in **Table 2-5**. **Figure 2-2** showed each system airport and its current system role. Additional information on airport roles is provided in another chapter.

TABLE 2-5: SYSTEM PLAN ROLE DESCRIPTIONS

Airport Role	Role Criteria
Level I	**Minimum Standard General Aviation Airport:** Because business usage of all airports is a paramount consideration for the development of the airport system, Level I facilities must support a reasonable percentage of the general aviation fleet. Level I of the state's airport system is recognized as the minimum to which airports in the system are expected to develop. Level I airports should be capable of accommodating all single-engine and some small twin-engine general aviation aircraft. The Level I objectives call for a minimum runway length of 4,000 feet in conjunction with other facilities. It is important to note that local needs may dictate and support a runway length in excess of 4,000 feet for an airport designated as Level I.
Level II	**Business Airport of Local Impact:** To provide for the business needs in a particular local service area (30-minute access time), Level II airports should be capable of accommodating all business and personnel use single and twin-engine general aviation aircraft. Some use by business jet aircraft occurs at these airports. The minimum runway length objective for Level II airports is 5,000 feet; local needs may support a runway length in excess of this 5,000-foot minimum.
Level III	**Business Airports of Regional Impact:** Level III airports are defined as the existing commercial airports and general aviation airports which have a regional business impact. These airports should have at least 5,500 feet of runway and precision approaches to accommodate business aircraft in inclement weather. The commercial airports should have longer runways, as dictated by the needs of their individual commercial carriers. Associated with the longer runway and instrumentation objectives for these airports are a greater level of amenities for serving the public.

Source: 2002 Georgia Aviation System Plan

2.4 Aviation Activity and Based Aircraft

Aircraft operational and based aircraft data were collected for each airport through the inventory process. Activity data for the study airports is reported in the following sections. Additional information on aviation activity at study airports is included in **Chapter 3, Forecasts**.

2.4.1 Airport Operations

Operational data (aircraft take-offs and landings) are essential to determining future airport needs within a state system plan. Current and historical operational data for each airport can be found in **Chapter 3, Forecasts**.

Eleven study airports have Air Traffic Control Towers (ATCTs). These include:

- Athens-Ben Epps Airport (AHN)
- Augusta Regional Airport at Bush Field (AGS)
- Cobb County International Airport-McCollum Field (RYY)
- Columbus Airport (CSG)
- DeKalb-Peachtree Airport (PDK)
- Fulton County Airport-Brown Field (FTY)
- Gwinnett County Airport-Briscoe Field (LZU)
- Heart of Georgia Regional Airport (EZM)
- Middle Georgia Regional Airport (MCN)
- Southwest Georgia Regional Airport (ABY)
- Savannah-Hilton Head International Airport (SAV)

Air traffic control towers provide a more accurate count of take-offs and landings. At the other non-controlled airports, operations are the "best estimates" of annual activity, based on airport representatives' experience and knowledge of their airport's activity.

As part of this study, estimates of annual operations at non-towered airports were reviewed. These reviews were undertaken to test the reasonableness of current annual operational activity estimates. Using FAA

guidance on ratios of annual operations to based aircraft, some estimates of current annual operational activity at non-towered airports were adjusted. For the most part, if adjustments were made, estimates for current annual operations were adjusted downward. Information from tower counts at Georgia airports show that annual general aviation operations have declined over the past ten years. In some cases, annual operational estimates at the non-towered airports were adjusted to reflect this trend.

2.4.2 Based Aircraft

Based aircraft represent aircraft that are stored at each airport. Storage for based aircraft is typically distributed between hangars and paved tie-down spaces. Beginning in 2007, FAA undertook a more stringent program for airports to report their individual "counts" of based aircraft. FAA implemented this program to record based aircraft by actual "N" number (the N number is specific to each aircraft and is displayed on the plane). The program was needed because multiple airports were reporting the same aircraft, leading to "double counting" of active general aviation aircraft in the US fleet. When this FAA program was implemented, the number of based aircraft reported at all airports within the United States showed a decrease. In reality, the based fleet did not shrink, but with the elimination of double and triple counting of the same aircraft, the number of active aircraft in the fleet showed contraction. Current and historical based aircraft for each study airport are reported in **Chapter 3**.

2.5 Airside Facilities

The study inventoried each airport's airside facilities. This part of the inventory effort included collecting data on current runways and taxiways at study airports. Specifically, dimensions and lighting information were collected. This information is used throughout the GSASP to determine the ability of study airports to meet facility objectives associated with their role in the state airport system.

2.5.1 Runway Information

Each airport's runway information is reported in **Table 2-6** and **Table 2-7**. Runway information collected through the inventory process includes:

- Runway Dimensions
- Runway Weight Bearing Information
- Runway Surface Type
- Runway Lighting
- Runway Approach Lighting

As shown in **Table 2-6**, runway lengths range from 2,400 feet at Butler Municipal Airport (6A1) to 9,351 feet at Savannah-Hilton Head International Airport (SAV). Runway lengths generally are related to the most demanding type of aircraft operating at each airport and its operational characteristics. Runway widths also vary among the airports. Most publicly owned study airports are eligible to compete for FAA grants and hence must comply with FAA design standards. According to FAA design standards, the minimum runway width for any runway should be 60 feet. As shown in **Table 2-6**, nearly all the study airports have a current runway width equal to or greater than 60 feet. In subsequent portions of this study, the adequacy of current runway lengths and widths are considered, based on the airport's role in the state system. For airports with multiple runways, the lengths and widths for the secondary runway(s) are also presented in **Table 2-6**; secondary runway data follows the length and width for the primary runway at applicable airports.

TABLE 2-6: CURRENT RUNWAY DIMENSIONS

City	Airport Name	FAA ID	Runway	Length (ft.)	Width (ft.)	Gross Weight*	Surface Type
Commercial Service Airports							
Albany	Southwest Georgia Regional Airport	ABY	04/22	6,601	148	135DW/80SW	ASPH
		ABY	16/34	5,219	148	30SW	ASPH
Augusta	Augusta Regional Airport at Bush Field	AGS	17/35	8,001	150	160DW/155SW	CONC
		AGS	08/26	6,002	75	71DW/52SW	ASPH
Athens	Athens-Ben Epps Airport	AHN	09/27	6,122	100	125DW/65SW	ASPH
		AHN	02/20	3,995	100	45DW/40SW	ASPH
Brunswick	Brunswick-Golden Isles Airport	BQK	07/25	8,001	150	190DW/120SW	ASPH
Columbus	Columbus Airport	CSG	06/24	6,997	150	160DW/26SW	ASPH
		CSG	13/31	3,997	75	12SW	ASPH
Macon	Middle Georgia Regional Airport	MCN	05/23	6,500	150	128DW/80SW	ASPH
		MCN	14/32	5,000	150	65DW/44SW	ASPH
Savannah	Savannah-Hilton Head International Airport	SAV	10/28	9,351	150	190DW/75SW	CONC
		SAV	01/19	7,002	150	190DW/75SW	CONC
Valdosta	Valdosta Regional Airport	VLD	17/35	8,002	150	169DW/104SW	ASPH
		VLD	4/22	5,598	100	95DW/24SW	ASPH
General Aviation Airports							
Adel	Cook County Airport	15J	05/23	5,001	100	30DW/30SW	ASPH
		15J	15/33	3,999	100	30DW/30SW	ASPH
Alma	Bacon County Airport	AMG	15/33	5,000	100	30SW	ASPH
Americus	Jimmy Carter Regional Airport	ACJ	05/23	6,011	100	50DW/30SW	ASPH
		ACJ	10/28	3,786	75	30SW	ASPH
Ashburn	Turner County Airport	75J	17/35	5,005	75	30SW	ASPH
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	13/31	5,768	100	60DW/48SW	ASPH
Atlanta	Cobb County International Airport-McCollum Field	RYY	09/27	6,295	100	60DW/30SW	CONC
Atlanta	Covington Municipal Airport	CVC	10/28	5,500	75	30SW	ASPH
Atlanta	DeKalb-Peachtree Airport	PDK	03R/21L	6,001	100	75DW/46SW	CONC
		PDK	03L/21R	3,746	150	20DW/20SW	ASPH
Atlanta	Fulton County Airport-Brown Field	FTY	08/26	5,797	100	121DW/105SW	ASPH
		FTY	14/32	4,158	100	30SW	ASPH
Atlanta	Newnan-Coweta County Airport	CCO	14/32	5,500	100	37DW/26SW	ASPH
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	13/31	5,505	100	130DW/90SW	CONC
Augusta	Daniel Field Airport	DNL	11/29	3,733	100	30SW	ASPH
		DNL	05/23	4,002	100	30DW/30SW	ASPH
Bainbridge	Decatur County Industrial Air Park	BGE	09/27	5,502	149	24SW	ASPH
		BGE	14/32	5,003	100	24SW	ASPH

TABLE 2-6: CURRENT RUNWAY DIMENSIONS

City	Airport Name	FAA ID	Runway	Length (ft.)	Width (ft.)	Gross Weight*	Surface Type
Baxley	Baxley Municipal Airport	BHC	08/26	5,003	75	19SW	ASPH
Blairsville	Blairsville Airport	DZJ	08/26	5,004	100	39DW/20SW	ASPH
Blakely	Early County Airport	BIJ	05/23	5,494	98	/21SW	ASPH
Brunswick	McKinnon-St. Simons Island Airport	SSI	04/22	5,584	100	60DW/45SW	ASPH
		SSI	16/34	3,313	75	30DW/14SW	ASPH
Buena Vista	Marion County Airport	82A	14/32	3,200	75	14SW	ASPH
Butler	Butler Municipal Airport	6A1	18/36	5,002	75	17SW	ASPH
		6A1	06/24	2,400	180	Not Reported	TURF
Cairo	Cairo-Grady County Airport	70J	13/31	4,000	75	12SW	ASPH
Calhoun	Tom B. David Field Airport	CZL	17/35	6,034	100	100DW/15SW	ASPH
Camilla	Camilla-Mitchell County Airport	CXU	08/26	5,004	100	45DW/16SW	ASPH
Canon	Franklin County Airport	18A	08/26	5,000	75	80DW/15SW	ASPH
Canton	Cherokee County Airport	CNI	05/23	5,001	75	60DW/26SW	ASPH
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	17/35	5,503	100	56DW/43SW	ASPH
Cartersville	Cartersville Airport	VPC	01/19	5,760	100	50DW/26SW	ASPH
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	10/28	4,006	76	20SW	ASPH
Claxton	Claxton-Evans County Airport	CWV	10/28	5,001	74	30SW	ASPH
Cochran	Cochran Airport	48A	11/29	4,401	75	Not Reported	ASPH
		48A	05/23	3,202	50	25SW	ASPH
Cordele	Crisp County-Cordele Airport	CKF	10/28	5,001	150	45DW/30SW	ASPH
		CKF	06/24	5,006	100	24SW	ASPH
Cornelia	Habersham County Airport	AJR	06/24	5,506	100	30SW	ASPH
Cuthbert	Lower Chattahoochee Regional Airport	25J	18/36	3,000	60	16SW	ASPH
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	15/33	3,090	50	12SW	ASPH
Dalton	Dalton Municipal Airport	DNN	14/32	5,496	100	42DW/30SW	ASPH
Dawson	Dawson Municipal Airport	16J	13/31	4,507	75	16SW	ASPH
Donalsonville	Donalsonville Municipal Airport	17J	01/19	5,182	100	30DW/20SW	ASPH
Douglas	Douglas Municipal Airport	DQH	04/22	6,000	100	26SW	ASPH
Dublin	W.H. "Bud" Barron Airport	DBN	02/20	6,501	150	53DW/30SW	ASPH
		DBN	14/32	5,171	100	44DW/28SW	ASPH
Eastman	Heart of Georgia Regional Airport	EZM	02/20	6,506	100	120DW/75SW	ASPH
Elberton	Elbert County Airport-Patz Field	EBA	11/29	5,004	75	60DW/30SW	ASPH
Ellijay	Gilmer County Airport	49A	03/21	3,507	75	41DW/30SW	ASPH
Fitzgerald	Fitzgerald Municipal Airport	FZG	02/20	5,000	101	28SW	ASPH
		FZG	15/33	2,984	300	Not Reported	TURF
Folkston	Davis Field Airport	3J6	18/36	2,500	50	12.5SW	ASPH

TABLE 2-6: CURRENT RUNWAY DIMENSIONS

City	Airport Name	FAA ID	Runway	Length (ft.)	Width (ft.)	Gross Weight*	Surface Type
Gainesville	Lee Gilmer Memorial Airport	GVL	05/23	5,500	100	100DW/45SW	ASPH
		GVL	11/29	4,001	100	35DW/20SW	ASPH
Greensboro	Greene County Regional Airport	3J7	07/25	5,500	100	50DW/33SW	ASPH
Griffin	Griffin-Spalding County Airport	6A2	14/32	3701	75	30DW/26SW	ASPH
Hampton	Henry County Airport	HMP	06/24	5,500	100	45DW/30SW	ASPH
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	10/28	3,000	60	12.5SW	ASPH
Hazlehurst	Hazlehurst Airport	AZE	14/32	5,008	75	30SW	ASPH
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	06L/24R	5,008	100	Not Reported	ASPH
		LHW	15L/33R	4,999	100	Not Reported	ASPH
Homerville	Homerville Airport	HOE	14/32	4,999	75	30SW	ASPH
Jasper	Pickens County Airport	JZP	16/34	5,000	100	95DW/14SW	ASPH
Jefferson	Jackson County Airport	JCA	17/35	5,010	75	43DW/30SW	ASPH
Jekyll Island	Jekyll Island Airport	09J	18/36	3,715	75	20SW	ASPH
Jesup	Jesup-Wayne County Airport	JES	11/29	5,500	100	50DW/21.5SW	ASPH
LaFayette	Barwick LaFayette Airport	9A5	02/20	5,350	75	70DW/20SW	ASPH
LaGrange	Lagrange-Callaway Airport	LGC	13/31	5,599	150	100DW/100SW	ASPH
		LGC	03/21	5,001	100	50DW/45SW	ASPH
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	07/25	6,000	100	60DW/45SW	ASPH
Louisville	Louisville Municipal Airport	2J3	13/31	5,002	100	26SW	ASPH
Macon	Macon Downtown Airport	MAC	10/28	4,694	100	20SW	ASPH
Madison	Madison Municipal Airport	52A	14/32	3,806	75	20SW	ASPH
Mc Rae	Telfair-Wheeler Airport	MQW	03/21	5,000	75	30SW	ASPH
Metter	Metter Municipal Airport	MHP	10/28	5,001	75	19SW	ASPH
Milledgeville	Baldwin County Airport	MLJ	10/28	5,509	99	60DW/21SW	ASPH
Millen	Millen Airport	2J5	17/35	5,001	75	16.5SW	ASPH
Monroe	Monroe-Walton County Airport	D73	03/21	5,000	75	18DW/14.5SW	ASPH
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	18/36	4,220	75	30SW	ASPH
Moultrie	Moultrie Municipal Airport	MGR	04/22	5,129	100	49DW/30SW	ASPH
		MGR	16/34	3,878	75	26DW/12.5SW	ASPH
Moultrie	Spence Airport	MUL	14/32	4,500	75	90DW/65SW	CONC
Nahunta	Brantley County Airport	4J1	01/19	4,000	75	14SW	ASPH
Nashville	Berrien County Airport	4J2	10/28	5,002	75	23SW	ASPH
Perry	Perry-Houston County Airport	PXE	18/36	4999	100	30DW/30SW	ASPH
Pine Mountain	Harris County Airport	PIM	09/27	5,002	100	/20SW	ASPH
Quitman	Quitman Brooks County Airport	4J5	10/28	5,000	76	Not Reported	ASPH
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	11/29	5,000	75	53DW/30SW	ASPH

TABLE 2-6: CURRENT RUNWAY DIMENSIONS

City	Airport Name	FAA ID	Runway	Length (ft.)	Width (ft.)	Gross Weight*	Surface Type
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	01/19	6,006	150	57DW/52SW	ASPH
		RMG	07/25	4,495	100	30DW/16SW	ASPH
St Marys	St Marys Airport	4J6	04/22	5,021	100	20SW	ASPH
		4J6	13/31	4,001	75	Not Reported	ASPH
Sandersville	Kaolin Field Airport	OKZ	13/31	5,016	75	34DW/17SW	ASPH
Soperton	Treutlen County Airport	4J8	16/34	3,000	50	Not Reported	ASPH
Statesboro	Statesboro-Bulloch County Airport	TBR	14/32	6,000	100	40DW/27SW	ASPH
		TBR	05/23	4,382	100	Not Reported	ASPH
Swainsboro	East Georgia Regional Airport	SBO	14/32	6,021	100	65DW/45SW	ASPH
Sylvania	Plantation Airpark	JYL	05/23	5,000	100	25DW/20SW	ASPH
		JYL	15/33	3,787	75	25DW	ASPH
Sylvester	Sylvester Airport	SYV	01/19	4,525	75	26SW	ASPH
Thomaston	Thomaston-Upson County Airport	OPN	12/30	6,350	100	50DW/20SW	ASPH
Thomasville	Thomasville Regional Airport	TVI	04/22	6,004	101	60DW/30SW	ASPH
		TVI	14/32	4,999	100	60DW/20SW	ASPH
Thomson	Thomson-McDuffie Regional Airport	HQU	10/28	5,514	100	55DW/30SW	ASPH
Tifton	Henry Tift Myers Airport	TMA	16/34	6,506	100	60DW/42SW	ASPH
		TMA	10/28	3,807	75	45DW/30SW	ASPH
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	03/21	5,008	100	55DW/30SW	ASPH
		TOC	09/27	2,951	50	55DW/20SW	ASPH
Vidalia	Vidalia Regional Airport	VDI	07/25	6,002	100	48DW/30SW	CONC
		VDI	14/32	5,002	75	48DW/30SW	CONC
Warm Springs	Roosevelt Memorial Airport	5A9	18/36	5,004	75	37DW/28SW	ASPH
Washington	Washington-Wilkes County Airport	IIY	13/31	4,020	72	30SW	ASPH
Waycross	Waycross-Ware County Airport	AYS	01/19	5,992	100	70DW/45SW	ASPH
		AYS	05/23	5,044	100	70DW/18SW	ASPH
Waynesboro	Burke County Airport	BXG	08/26	4,012	75	20SW	ASPH
Winder	Barrow County Airport	WDR	13/31	5,500	100	80DW/20SW	ASPH
		WDR	05/23	3,610	100	30DW/20SW	ASPH
Wrens	Wrens Memorial Airport	65J	11/29	3,000	50	20SW	ASPH

Source: GDOT; Georgia Airports; FAA
Notes: * weight is in thousands of pounds; SW=single-wheel; DW=double-wheel

The majority of primary runways have some type of lighting system; however, as shown in **Table 2-7**, this is not the case for all study airports. Data presented in **Table 2-7** is by runway end for the primary runway at each study airport. Runway lights help airports remain operational during periods of reduced visibility and throughout nighttime hours. The inventory also collected information on study airports that have approach

lighting systems. Approach lighting systems are needed only when an airport has a precision instrument approach. Runway and approach lighting inventoried in this study include:

- Runway End Identification Lights (REILs): REILs are a lighting system consisting of two flashing lights located on each corner of the runway-landing threshold. The light from this system enables pilots to quickly identify the runway threshold on approach.
- Precision Approach Path Indicators (PAPIs): PAPIs are a lighting system consisting of two or four lights located to the side of the runway touchdown zone. The light from this system provides visual glide path indication to the approaching aircraft through the use of red and white lights.
- Visual Approach Slope Indicators (VASIs): VASIs are a lighting system located to the side of the runway touchdown zone. The light from this system provides visual approach slope guidance that ensures clearance of all obstructions in the approach area.
- Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR): MALSRs are a lighting system consisting of a combination of lights and light bars/flashers that provide visual information on runway alignment, height, roll guidance, and horizontal reference.
- Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF): MALSFs are the same as MALSRs with the addition of three sequenced flashers; they are typically found at locations where there may be approach identification challenges.
- Omnidirectional Approach Lighting System (ODALS): ODALS are a lighting system consisting of sequenced flashing lights that provide circling, offset, and straight-in visual guidance.

Runway approach capabilities are discussed in a subsequent section of the inventory.

TABLE 2-7: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway End	REILs	Edge Lights	PAPI	VASI	Approach Lighting
Commercial Service Airports								
Albany	Southwest Georgia Regional Airport	ABY	04	No	HIRL	Yes	No	MALSR
			22	Yes	HIRL	No	Yes	None
Augusta	Augusta Regional Airport at Bush Field	AGS	17	No	HIRL	Yes	No	MALSR
			35	No	HIRL	Yes	No	MALSR
Athens	Athens-Ben Epps Airport	AHN	09	No	MIRL	Yes	No	None
			27	Yes	MIRL	Yes	No	MALSF
Brunswick	Brunswick-Golden Isles Airport	BQK	07	No	HIRL	Yes	No	MALSR
			25	Yes	HIRL	Yes	No	None
Columbus	Columbus Airport	CSG	06	No	HIRL	Yes	No	MALSR
			24	Yes	HIRL	Yes	No	None
Macon	Middle Georgia Regional Airport	MCN	05	Yes	HIRL	Yes	No	MALSR
			23	Yes	HIRL	No	Yes	None
Savannah	Savannah-Hilton Head International Airport	SAV	10	No	HIRL	Yes	No	MALSR
			28	Yes	HIRL	Yes	No	None
Valdosta	Valdosta Regional Airport	VLD	17	Yes	HIRL	Yes	No	None
			35	No	HIRL	Yes	No	MALSR

TABLE 2-7: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway End	REILs	Edge Lights	PAPI	VASI	Approach Lighting
General Aviation Airports								
Adel	Cook County Airport	15J	05	No	MIRL	Yes	No	None
			23	No	MIRL	Yes	No	None
Alma	Bacon County Airport	AMG	15	No	MIRL	Yes	No	None
			33	Yes	MIRL	Yes	No	None
Americus	Jimmy Carter Regional Airport	ACJ	05	No	MIRL	Yes	No	None
			23	Yes	MIRL	Yes	No	MALSF
Ashburn	Turner County Airport	75J	17	No	MIRL	Yes	No	None
			35	No	MIRL	Yes	No	None
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	13	Yes	MIRL	Yes	No	None
			31	Yes	MIRL	Yes	No	ODALS
Atlanta	Cobb County International Airport-McCollum Field	RYY	09	No	HIRL	Yes	No	None
			27	Yes	HIRL	Yes	No	MALSF
Atlanta	Covington Municipal Airport	CVC	10	No	MIRL	Yes	No	None
			28	No	MIRL	Yes	No	None
Atlanta	DeKalb-Peachtree Airport	PDK	03R	Yes	HIRL	No	Yes	None
			21L	No	HIRL	Yes	No	MALSF
Atlanta	Fulton County Airport-Brown Field	FTY	08	No	HIRL	No	No	MALSR
			26	Yes	HIRL	No	Yes	None
Atlanta	Newnan-Coweta County Airport	CCO	14	No	HIRL	Yes	No	None
			32	No	HIRL	Yes	No	MALSF
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	13	Yes	MIRL	Yes	No	None
			31	Yes	MIRL	Yes	No	None
Augusta	Daniel Field Airport	DNL	11	Yes	MIRL	Yes	No	None
			29	No	MIRL	No	No	None
Bainbridge	Decatur County Industrial Air Park	BGE	09	No	MIRL	Yes	No	None
			27	No	MIRL	Yes	No	MALSR
Baxley	Baxley Municipal Airport	BHC	08	No	MIRL	Yes	No	None
			26	No	MIRL	Yes	No	None
Blairsville	Blairsville Airport	DZJ	08	No	MIRL	No	No	None
			26	No	MIRL	No	No	None
Blakely	Early County Airport	BIJ	05	No	MIRL	Yes	No	None
			23	No	MIRL	Yes	No	MALSF
Brunswick	McKinnon-St. Simons Island Airport	SSI	04	No	MIRL	Yes	No	None
			22	No	MIRL	Yes	No	None
Buena Vista	Marion County Airport	82A	14	No	None	No	No	None

TABLE 2-7: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway End	REILs	Edge Lights	PAPI	VASI	Approach Lighting
			32	No	None	No	No	None
Butler	Butler Municipal Airport	6A1	18	No	MIRL	Yes	No	None
			36	No	MIRL	Yes	No	None
Cairo	Cairo-Grady County Airport	70J	13	No	MIRL	Yes	No	None
			31	No	MIRL	Yes	No	None
Calhoun	Tom B. David Field Airport	CZL	17	No	MIRL	Yes	No	None
			35	No	MIRL	Yes	No	None
Camilla	Camilla-Mitchell County Airport	CXU	08	Yes	MIRL	Yes	No	None
			26	Yes	MIRL	Yes	No	None
Canon	Franklin County Airport	18A	08	No	MIRL	Yes	No	None
			26	No	MIRL	Yes	No	None
Canton	Cherokee County Airport	CNI	05	No	MIRL	Yes	No	None
			23	No	MIRL	Yes	No	None
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	17	No	MIRL	Yes	No	None
			35	No	MIRL	Yes	No	None
Cartersville	Cartersville Airport	VPC	01	No	MIRL	Yes	No	None
			19	Yes	MIRL	Yes	No	None
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	10	No	MIRL	Yes	No	None
			28	No	MIRL	Yes	No	None
Claxton	Claxton-Evans County Airport	CWV	10	No	MIRL	Yes	No	None
			28	No	MIRL	Yes	No	None
Cochran	Cochran Airport	48A	11	No	MIRL	Yes	No	None
			29	No	MIRL	Yes	No	None
Cordele	Crisp County-Cordele Airport	CKF	10	No	MIRL	Yes	No	ODALS
			28	No	MIRL	Yes	No	None
Cornelia	Habersham County Airport	AJR	06	No	MIRL	Yes	No	None
			24	No	MIRL	Yes	No	None
Cuthbert	Lower Chattahoochee Regional Airport	25J	18	No	MIRL	No	No	None
			36	No	MIRL	No	No	None
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	15	No	None	No	No	None
			33	No	None	No	No	None
Dalton	Dalton Municipal Airport	DNN	14	No	HIRL	Yes	No	MALSR
			32	No	HIRL	Yes	No	None
Dawson	Dawson Municipal Airport	16J	13	No	MIRL	Yes	No	None
			31	No	MIRL	Yes	No	None
Donalsonville	Donalsonville Municipal Airport	17J	01	No	MIRL	Yes	No	None

TABLE 2-7: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway End	REILs	Edge Lights	PAPI	VASI	Approach Lighting
			19	No	MIRL	Yes	No	None
Douglas	Douglas Municipal Airport	DQH	14	No	MIRL	Yes	No	MALSR
			22	No	MIRL	Yes	No	None
Dublin	W.H. "Bud" Barron Airport	DBN	02	Yes	HIRL	Yes	No	MALSR
			20	No	HIRL	Yes	No	None
Eastman	Heart of Georgia Regional Airport	EZM	02	Yes	HIRL	Yes	No	MALSR
			20	No	HIRL	Yes	No	None
Elberton	Elbert County Airport-Patz Field	EBA	11	No	MIRL	Yes	No	None
			29	No	MIRL	Yes	No	None
Ellijay	Gilmer County Airport	49A	03	No	MIRL	Yes	No	None
			21	No	MIRL	Yes	No	None
Fitzgerald	Fitzgerald Municipal Airport	FZG	02	No	MIRL	No	Yes	ODALS
			20	No	MIRL	No	Yes	None
Folkston	Davis Field Airport	3J6	18	No	MIRL	No	No	MALSR
			36	No	MIRL	No	No	None
Gainesville	Lee Gilmer Memorial Airport	GVL	05	No	HIRL	Yes	No	MALSR
			23	No	HIRL	Yes	No	None
Greensboro	Greene County Regional Airport	3J7	07	No	HIRL	Yes	No	None
			25	No	HIRL	Yes	No	None
Griffin	Griffin-Spalding County Airport	6A2	14	Yes	MIRL	No	No	None
			32	Yes	MIRL	No	Yes	None
Hampton	Henry County Airport	HMP	06	No	MIRL	Yes	No	None
			24	No	MIRL	Yes	No	None
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	10	No	MIRL	No	No	None
			28	No	MIRL	No	No	None
Hazlehurst	Hazlehurst Airport	AZE	14	Yes	MIRL	Yes	No	None
			32	Yes	MIRL	Yes	No	None
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	06L	No	HIRL	Yes	No	None
			24R	No	HIRL	No	No	None
Homerville	Homerville Airport	HOE	14	No	MIRL	Yes	No	None
			32	No	MIRL	Yes	No	None
Jasper	Pickens County Airport	JZP	16	No	MIRL	Yes	No	None
			34	No	MIRL	Yes	No	None
Jefferson	Jackson County Airport	JCA	17	No	MIRL	Yes	No	None
			35	No	MIRL	Yes	No	None
Jekyll Island	Jekyll Island Airport	09J	18	No	MIRL	Yes	No	None

TABLE 2-7: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway End	REILs	Edge Lights	PAPI	VASI	Approach Lighting
			36	No	MIRL	Yes	No	None
Jesup	Jesup-Wayne County Airport	JES	11	No	MIRL	Yes	No	None
			29	No	MIRL	Yes	No	None
LaFayette	Barwick LaFayette Airport	9A5	02	No	MIRL	Yes	No	None
			20	No	MIRL	Yes	No	None
LaGrange	Lagrange-Callaway Airport	LGC	13	Yes	MIRL	Yes	No	None
			31	No	MIRL	Yes	No	MALSR
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	07	No	HIRL	Yes	No	None
			25	No	HIRL	Yes	No	MALSR
Louisville	Louisville Municipal Airport	2J3	13	Yes	MIRL	No	Yes	MALSR
			31	Yes	MIRL	Yes	No	None
Macon	Macon Downtown Airport	MAC	10	No	MIRL	Yes	No	None
			28	No	MIRL	Yes	No	None
Madison	Madison Municipal Airport	52A	14	No	MIRL	Yes	No	None
			32	No	MIRL	No	No	None
Mc Rae	Telfair-Wheeler Airport	MQW	03	No	MIRL	Yes	No	None
			21	No	MIRL	Yes	No	None
Metter	Metter Municipal Airport	MHP	10	Yes	MIRL	Yes	No	None
			28	No	MIRL	Yes	No	None
Milledgeville	Baldwin County Airport	MLJ	10	No	MIRL	Yes	No	MALSF
			28	No	MIRL	Yes	No	None
Millen	Millen Airport	2J5	17	No	MIRL	Yes	No	None
			35	Yes	MIRL	Yes	No	None
Monroe	Monroe-Walton County Airport	D73	03	No	MIRL	Yes	No	None
			21	No	MIRL	Yes	No	None
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	18	No	MIRL	Yes	No	None
			36	No	MIRL	Yes	No	None
Moultrie	Moultrie Municipal Airport	MGR	04	No	MIRL	Yes	No	None
			22	No	MIRL	Yes	No	None
Moultrie	Spence Airport	MUL	14	No	None	No	No	None
			32	No	None	No	No	None
Nahunta	Brantley County Airport	4J1	01	No	MIRL	Yes	No	None
			19	No	MIRL	Yes	No	None
Nashville	Berrien County Airport	4J2	10	Yes	MIRL	Yes	No	None
			28	Yes	MIRL	Yes	No	None
Perry	Perry-Houston County Airport	PXE	18	No	HIRL	Yes	No	None

TABLE 2-7: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway End	REILs	Edge Lights	PAPI	VASI	Approach Lighting
			36	Yes	HIRL	Yes	No	MALSR
Pine Mountain	Harris County Airport	PIM	09	No	MIRL	No	Yes	None
			27	No	MIRL	No	No	None
Quitman	Quitman Brooks County Airport	4J5	10	No	MIRL	Yes	No	None
			28	No	MIRL	Yes	No	None
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	11	No	MIRL	Yes	No	None
			29	No	MIRL	Yes	No	None
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	01	No	HIRL	Yes	No	MALSR
			19	Yes	HIRL	Yes	No	None
St Marys	St Marys Airport	4J6	04	No	MIRL	No	No	None
			22	No	MIRL	No	No	None
Sandersville	Kaolin Field Airport	OKZ	13	Yes	MIRL	Yes	No	None
			31	No	MIRL	Yes	No	None
Soperton	Treutlen County Airport	4J8	16	No	None	No	No	None
			34	No	None	No	No	None
Statesboro	Statesboro-Bulloch County Airport	TBR	14	No	HIRL	Yes	No	None
			32	No	HIRL	Yes	No	MALSR
Swainsboro	East Georgia Regional Airport	SBO	14	No	HIRL	Yes	No	None
			32	No	HIRL	No	No	None
Sylvania	Plantation Airpark	JYL	05	No	MIRL	Yes	No	None
			23	No	MIRL	Yes	No	None
Sylvester	Sylvester Airport	SYV	01	Yes	MIRL	Yes	No	None
			19	Yes	MIRL	Yes	No	None
Thomaston	Thomaston-Upson County Airport	OPN	12	No	MIRL	Yes	No	None
			30	No	MIRL	Yes	No	MALSR
Thomasville	Thomasville Regional Airport	TVI	04	No	HIRL	Yes	No	None
			22	No	HIRL	Yes	No	MALSF
Thomson	Thomson-McDuffie Regional Airport	HQU	10	No	HIRL	Yes	No	None
			28	No	HIRL	Yes	No	None
Tifton	Henry Tift Myers Airport	TMA	16	No	HIRL	Yes	No	None
			34	No	HIRL	Yes	No	MALSR
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	03	Yes	MIRL	Yes	No	None
			21	Yes	MIRL	Yes	No	None
Vidalia	Vidalia Regional Airport	VDI	07	No	HIRL	Yes	No	None
			25	No	HIRL	Yes	No	MALSR
Warm Springs	Roosevelt Memorial Airport	5A9	18	No	MIRL	Yes	No	None

TABLE 2-7: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway End	REILs	Edge Lights	PAPI	VASI	Approach Lighting
			36	No	MIRL	Yes	No	None
Washington	Washington-Wilkes County Airport	IIY	13	Yes	MIRL	Yes	No	None
			31	Yes	MIRL	Yes	No	None
Waycross	Waycross-Ware County Airport	AYS	01	No	HIRL	Yes	No	None
			19	Yes	HIRL	Yes	No	MALSR
Waynesboro	Burke County Airport	BXG	08	No	MIRL	No	No	None
			26	No	MIRL	No	No	None
Winder	Barrow County Airport	WDR	13	No	HIRL	Yes	No	None
			31	Yes	HIRL	Yes	No	MALSR
Wrens	Wrens Memorial Airport	65J	11	No	MIRL	No	No	None
			29	No	MIRL	No	No	None

Source: GDOT, Georgia Airports, FAA Facilities Directory

2.5.2 Taxiway Information

According to FAA guidelines, full parallel taxiways are most often needed at the busiest of airports or at airports that have a precision approach. A full parallel taxiway improves both runway safety and operational capacity. Because many of the study airports have lower activity levels, they do not have a full parallel taxiway; however, to support safety and operational needs nearly all study airports have at least a taxiway turnaround. Turnarounds are located on runway ends; they provide landing aircraft with the ability to turn around once they land and to taxi back on the runway to reach hangar areas or other landside facilities.

Taxiway information collected as part of this study includes the type of taxiway system and taxiway lighting. The types of taxiways vary from full parallel, partial parallel, to turnarounds. Taxiway lighting also varies and ranges from high to medium intensity (HITL or MITL). All taxiways contribute to an airport's safety and operating efficiency. Current taxiway information for each airport's primary runway is shown in **Table 2-8**. This study reviews the adequacy of each airport's current taxiway system based on the airport's role.

TABLE 2-8: PRIMARY RUNWAY TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Taxiway Lighting
Commercial Service Airports				
Albany	Southwest Georgia Regional Airport	ABY	Full Parallel	MITL
Augusta	Augusta Regional Airport at Bush Field	AGS	Full Parallel	MITL
Athens	Athens-Ben Epps Airport	AHN	Full Parallel	MITL
Brunswick	Brunswick-Golden Isles Airport	BQK	Full Parallel	MITL
Columbus	Columbus Airport	CSG	Full Parallel	MITL
Macon	Middle Georgia Regional Airport	MCN	Full Parallel	MITL
Savannah	Savannah-Hilton Head International Airport	SAV	Full Parallel	HITL
Valdosta	Valdosta Regional Airport	VLD	Full Parallel	MITL

TABLE 2-8: PRIMARY RUNWAY TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Taxiway Lighting
General Aviation Airports				
Adel	Cook County Airport	15J	Full Parallel	MITL
Alma	Bacon County Airport	AMG	Full Parallel	HITL
Americus	Jimmy Carter Regional Airport	ACJ	Full Parallel	MITL
Ashburn	Turner County Airport	75J	Turnaround on both Runway Ends	MITL
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Full Parallel	MITL
Atlanta	Cobb County International Airport-McCollum Field	RYY	Full Parallel	MITL
Atlanta	Covington Municipal Airport	CVC	Full Parallel	MITL
Atlanta	DeKalb-Peachtree Airport	PDK	Full Parallel	HITL
Atlanta	Fulton County Airport-Brown Field	FTY	Full Parallel	Non-Standard
Atlanta	Newnan-Coweta County Airport	CCO	Full Parallel	MITL
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Full Parallel	MITL
Augusta	Daniel Field Airport	DNL	Full Parallel	MITL
Bainbridge	Decatur County Industrial Air Park	BGE	Partial Parallel	MITL
Baxley	Baxley Municipal Airport	BHC	Full Parallel	HITL
Blairsville	Blairsville Airport	DZJ	Turnaround on one Runway End	MITL
Blakely	Early County Airport	BIJ	Full Parallel	MITL
Brunswick	McKinnon-St. Simons Island Airport	SSI	Partial Parallel	MITL
Buena Vista	Marion County Airport	82A	Turnaround on both Runway Ends	No Taxiway Lighting
Butler	Butler Municipal Airport	6A1	Turnaround on one Runway End	No Taxiway Lighting
Cairo	Cairo-Grady County Airport	70J	Turnaround on both Runway Ends	MITL
Calhoun	Tom B. David Field Airport	CZL	Partial Parallel	MITL
Camilla	Camilla-Mitchell County Airport	CXU	Full Parallel	MITL
Canon	Franklin County Airport	18A	Turnaround on both Runway Ends	No Taxiway Lighting
Canton	Cherokee County Airport	CNI	Full Parallel	MITL
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Full Parallel	MITL
Cartersville	Cartersville Airport	VPC	Full Parallel	MITL
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	No Supporting Taxiway	LITL
Claxton	Claxton-Evans County Airport	CWV	Turnaround on one Runway End	No Taxiway Lighting
Cochran	Cochran Airport	48A	Partial Parallel	MITL
Cordele	Crisp County-Cordele Airport	CKF	Full Parallel	No Taxiway Lighting
Cornelia	Habersham County Airport	AJR	Partial Parallel	MITL

TABLE 2-8: PRIMARY RUNWAY TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Taxiway Lighting
Cuthbert	Lower Chattahoochee Regional Airport	25J	No Supporting Taxiway	MITL
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	Partial Parallel	No Taxiway Lighting
Dalton	Dalton Municipal Airport	DNN	Full Parallel	MITL
Dawson	Dawson Municipal Airport	16J	Partial Parallel	MITL
Donalsonville	Donalsonville Municipal Airport	17J	Full Parallel	MITL
Douglas	Douglas Municipal Airport	DQH	Full Parallel	MITL
Dublin	W.H. "Bud" Barron Airport	DBN	Full Parallel	MITL
Eastman	Heart of Georgia Regional Airport	EZM	Full Parallel	MITL
Elberton	Elbert County Airport-Patz Field	EBA	Partial Parallel	No Taxiway Lighting
Ellijay	Gilmer County Airport	49A	No Supporting Taxiway	No Taxiway Lighting
Fitzgerald	Fitzgerald Municipal Airport	FZG	Full Parallel	MITL
Folkston	Davis Field Airport	3J6	Turnaround on one Runway End	No Taxiway Lighting
Gainesville	Lee Gilmer Memorial Airport	GVL	Full Parallel	MITL
Greensboro	Greene County Regional Airport	3J7	Full Parallel	MITL
Griffin	Griffin-Spalding County Airport	6A2	Full Parallel	MITL
Hampton	Henry County Airport	HMP	Full Parallel	MITL
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No Supporting Taxiway	No Taxiway Lighting
Hazlehurst	Hazlehurst Airport	AZE	No Supporting Taxiway	No Taxiway Lighting
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	Partial Parallel	HITL
Homerville	Homerville Airport	HOE	Full Parallel	No Taxiway Lighting
Jasper	Pickens County Airport	JZP	Full Parallel	MITL
Jefferson	Jackson County Airport	JCA	Full Parallel	MITL
Jekyll Island	Jekyll Island Airport	09J	Full Parallel	HITL
Jesup	Jesup-Wayne County Airport	JES	Turnaround on both Runway Ends	HITL
LaFayette	Barwick LaFayette Airport	9A5	Partial Parallel	MITL
LaGrange	Lagrange-Callaway Airport	LGC	Full Parallel	MITL
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Full Parallel	MITL
Louisville	Louisville Municipal Airport	2J3	Partial Parallel	MITL
Macon	Macon Downtown Airport	MAC	Full Parallel	MITL
Madison	Madison Municipal Airport	52A	No Supporting taxiway	MITL
Mc Rae	Telfair-Wheeler Airport	MQW	Turnaround on one Runway End	No Taxiway Lighting

TABLE 2-8: PRIMARY RUNWAY TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Taxiway Lighting
Metter	Metter Municipal Airport	MHP	Turnaround on both Runway Ends	MITL
Milledgeville	Baldwin County Airport	MLJ	Full Parallel	MITL
Millen	Millen Airport	2J5	Turnaround on both Runway Ends	MITL
Monroe	Monroe-Walton County Airport	D73	Full Parallel	No Taxiway Lighting
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	Turnaround on one Runway End	MITL
Moultrie	Moultrie Municipal Airport	MGR	Partial Parallel	MITL
Moultrie	Spence Airport	MUL	Partial Parallel	No Taxiway Lighting
Nahunta	Brantley County Airport	4J1	Turnaround on one Runway End	No Taxiway Lighting
Nashville	Berrien County Airport	4J2	Turnaround on both Runway Ends	MITL
Perry	Perry-Houston County Airport	PXE	Full Parallel	MITL
Pine Mountain	Harris County Airport	PIM	Full Parallel	HITL
Quitman	Quitman Brooks County Airport	4J5	Partial Parallel	Reflectors
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Full Parallel	HITL
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Full Parallel	MITL
St Marys	St Marys Airport	4J6	Full Parallel	No Taxiway Lighting
Sandersville	Kaolin Field Airport	OKZ	Full Parallel	MITL
Soperton	Treutlen County Airport	4J8	No Supporting Taxiway	No Taxiway Lighting
Statesboro	Statesboro-Bulloch County Airport	TBR	Full Parallel	MITL
Swainsboro	East Georgia Regional Airport	SBO	Full Parallel	HITL
Sylvania	Plantation Airpark	JYL	No Supporting Taxiway	MITL
Sylvester	Sylvester Airport	SYV	Turnaround on both Runway Ends	No Taxiway Lighting
Thomaston	Thomaston-Upson County Airport	OPN	Full Parallel	MITL
Thomasville	Thomasville Regional Airport	TVI	Full Parallel	MITL
Thomson	Thomson-McDuffie Regional Airport	HQU	Full Parallel	MITL
Tifton	Henry Tift Myers Airport	TMA	Full Parallel	MITL
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	Partial Parallel	MITL
Vidalia	Vidalia Regional Airport	VDI	Full Parallel	MITL
Warm Springs	Roosevelt Memorial Airport	5A9	Turnaround on both Runway Ends	MITL
Washington	Washington-Wilkes County Airport	IIY	Full Parallel	MITL
Waycross	Waycross-Ware County Airport	AYS	Full Parallel	MITL

TABLE 2-8: PRIMARY RUNWAY TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Taxiway Lighting
Waynesboro	Burke County Airport	BXG	No Supporting Taxiway	MITL
Winder	Barrow County Airport	WDR	Full Parallel	MITL
Wrens	Wrens Memorial Airport	65J	No Supporting Taxiway	MITL

Source: GDOT, Georgia Airports, FAA
Note: HITL = High Intensity Taxiway Lighting, MITL = Medium Intensity Taxiway Lighting, and LITL = Low Intensity Taxiway Lighting

2.6 Navigation, Approach, and Landing Aids

A variety of navigational aids (NAVAIDs) support operations at study airports. NAVAIDs provide information for enroute and ground-based pilots and include instrument approach aids, visual aids, and automated weather systems. NAVAIDs improve safety and help airports remain operational during periods of reduced visibility.

2.6.1 Instrument Approach Aids

Instrument approach aids are categorized by precision and non-precision. Precision instrument approaches provide both lateral and horizontal guidance to aircraft, while non-precision approaches provide primarily only lateral guidance. The most common approach types include:

- Instrument Landing System (ILS): A precision approach that provides precise vertical and horizontal guidance information to approaching aircraft. The ILS provides guidance through the use of a localizer, a glide slope, and other ground-based facilities.
- Global Positioning System (GPS): A non-precision approach. It is a space-based radio navigation system that consists of a network of satellites and ground stations. GPS satellites are capable of providing aircraft with three-dimensional position (latitude, longitude, and altitude), velocity, and time of day, in all weather conditions.
- Area Navigation/Required Navigation Performance (RNAV/RNP): A non-precision approach and a performance-based type of navigation that allows aircraft to fly on a desired path within the coverage of ground or space-based navigational aids. RNP-capable aircraft are equipped with onboard performance monitoring and alerting capabilities.
- Localizer Performance with Vertical Guidance (LPV): LPV is not an approach in itself; an LPV provides minimum approach heights for GPS/RNAV approaches through the use of wide area augmentation system (WAAS) and very precise GPS capabilities. In most cases, approaches with LPV have minimums comparable if not better than an ILS approach. An LPV approach provides both lateral and vertical guidance.
- Very High Frequency Omni-Directional Range (VOR): A non-precision approach. It is a ground-based radio navigation aid that provides 360 degrees of continuous directional information and supplies aircraft with location relative to the VOR station.
- Localizer (LOC): A non-precision approach using a radio transmitting antenna that supplies aircraft with lateral course guidance to the runway.
- Distance Measuring Equipment (DME): A non-precision approach, ground-based, Ultra High Frequency navigation aid that corresponds to aircraft DME avionics. Enables aircraft to determine the slant range between the aircraft and ground station.

- Non-Directional Beacon (NDB): A non-precision approach, ground-based, low or medium frequency radio beacon that broadcasts non-directional signals on an assigned frequency signal. Pilots can use NDBs to determine their location in relation to the ground station.

As shown in **Table 2-9**, study airports are currently served by a variety of approach aids. Study airports that do not have a precision or a non-precision approach have a visual approach. For this study, airports with an ILS or LPV approach are considered to have an approach with vertical guidance or a precision approach. For system planning analysis, all other approaches are considered non-precision. Later analysis in the study will determine if current approaches are sufficient to satisfy each airport's role.

TABLE 2-9: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/ RNAV	LPV	Circling	Other	Visual Only
Commercial Service Airports									
Albany	Southwest Georgia Regional Airport	ABY	04	Yes	Yes	Yes	No	None	No
			22	No	Yes	Yes	No	LOC BC	No
Augusta	Augusta Regional Airport at Bush Field	AGS	17	Yes	Yes	Yes	Yes	None	No
			35	Yes	Yes	Yes	Yes	None	No
Athens	Athens-Ben Epps Airport	AHN	09	Yes	Yes	Yes	No	None	No
			27	No	Yes	Yes	No	VOR	No
Brunswick	Brunswick-Golden Isles Airport	BQK	07	Yes	Yes	Yes	Yes	VOR/ DME	No
			25	No	Yes	Yes	Yes	VOR/ DME	No
Columbus	Columbus Airport	CSG	06	Yes	Yes	Yes	No	None	No
			24	No	Yes	Yes	No	None	No
Macon	Middle Georgia Regional Airport	MCN	05	Yes	Yes	Yes	No	None	No
			23	No	Yes	Yes	No	VOR	No
Savannah	Savannah-Hilton Head International Airport	SAV	10	Yes	Yes	Yes	No	None	No
			28	No	Yes	Yes	No	None	No
Valdosta	Valdosta Regional Airport	VLD	17	No	Yes	Yes	No	VOR	No
			35	Yes	Yes	Yes	No	VOR	No
General Aviation Airports									
Adel	Cook County Airport	15J	05	No	Yes	Yes	Yes	None	No
			23	No	Yes	Yes	Yes	None	No
Alma	Bacon County Airport	AMG	15	No	Yes	Yes	No	None	No
			33	No	Yes	Yes	No	None	No
Americus	Jimmy Carter Regional Airport	ACJ	05	No	Yes	Yes	Yes	None	No
			23	Yes	Yes	Yes	Yes	NDB	No
Ashburn	Turner County Airport	75J	17	No	No	No	No	None	Yes
			35	No	No	No	No	None	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	13	No	Yes	Yes	Yes	None	No

TABLE 2-9: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/ RNAV	LPV	Circling	Other	Visual Only
			31	Yes	Yes	Yes	Yes	NDB, LOC	No
Atlanta	Cobb County International Airport-McCollum Field	RYY	09	No	Yes	No	No	None	No
			27	Yes	Yes	Yes	No	None	No
Atlanta	Covington Municipal Airport	CVC	10	No	Yes	No	No	VOR/DME	No
			28	No	Yes	Yes	No	None	No
Atlanta	DeKalb-Peachtree Airport	PDK	03R	No	Yes	Yes	No	None	No
			21L	Yes	Yes	Yes	No	VOR/DME	No
Atlanta	Fulton County Airport-Brown Field	FTY	08	Yes	Yes	Yes	No	None	No
			26	No	Yes	Yes	No	None	No
Atlanta	Newnan-Coweta County Airport	CCO	14	No	Yes	Yes	Yes	None	No
			32	Yes	Yes	Yes	Yes	NDB	No
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	13	No	Yes	Yes	Yes	None	No
			31	Yes	Yes	Yes	Yes	None	No
Augusta	Daniel Field Airport	DNL	11	No	Yes	No	Yes	NDB	No
			29	No	No	No	Yes	None	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	09	No	Yes	Yes	No	None	No
			27	Yes	Yes	Yes	No	None	No
Baxley	Baxley Municipal Airport	BHC	08	No	Yes	Yes	No	NDB RW	No
			26	No	Yes	Yes	No	None	No
Blairsville	Blairsville Airport	DZJ	08	No	Yes	No	Yes	None	No
			26	No	No	No	Yes	None	Yes
Blakely	Early County Airport	BIJ	05	No	Yes	Yes	No	None	No
			23	No	Yes	Yes	No	LOC/NBD	No
Brunswick	McKinnon-St. Simons Island Airport	SSI	04	No	Yes	No	No	VOR	No
			22	No	Yes	No	No	None	No
Buena Vista	Marion County Airport	82A	14	No	No	No	No	None	Yes
			32	No	No	No	No	None	Yes
Butler	Butler Municipal Airport	6A1	18	No	Yes	Yes	No	None	No
			36	No	Yes	Yes	No	None	No
Cairo	Cairo-Grady County Airport	70J	13	No	Yes	No	No	NDB	No
			31	No	Yes	Yes	No	None	No
Calhoun	Tom B. David Field Airport	CZL	17	No	Yes	Yes	No	None	No
			35	No	Yes	No	No	Loc/NDB-A	No
Camilla	Camilla-Mitchell County Airport	CXU	08	No	Yes	Yes	No	NDB	No
			26	No	Yes	Yes	No	None	No
Canon	Franklin County Airport	18A	08	No	Yes	Yes	No	None	No

TABLE 2-9: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/ RNAV	LPV	Circling	Other	Visual Only
			26	No	Yes	No	No	None	No
Canton	Cherokee County Airport	CNI	05	No	Yes	Yes	No	NDB	No
			23	No	Yes	No	No	None	No
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	17	No	Yes	No	No	None	No
			35	Yes	Yes	Yes	No	None	No
Cartersville	Cartersville Airport	VPC	01	No	Yes	No	No	VOR/DME-A	No
			19	No	Yes	Yes	No	LOC	No
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	10	No	Yes	Yes	No	None	No
			28	No	Yes	No	No	None	No
Claxton	Claxton-Evans County Airport	CWV	10	No	Yes	Yes	No	NDB	No
			28	No	Yes	Yes	No	None	No
Cochran	Cochran Airport	48A	11	No	Yes	Yes	No	None	No
			29	No	Yes	Yes	No	None	No
Cordele	Crisp County-Cordele Airport	CKF	10	No	Yes	Yes	No	LOC	No
			28	No	Yes	Yes	No	None	No
Cornelia	Habersham County Airport	AJR	06	No	Yes	Yes	No	None	No
			24	No	Yes	Yes	No	None	No
Cuthbert	Lower Chattahoochee Regional Airport	25J	18	No	No	No	No	None	Yes
			36	No	No	No	No	None	Yes
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	15	No	No	No	No	None	Yes
			33	No	No	No	No	None	Yes
Dalton	Dalton Municipal Airport	DNN	14	Yes	Yes	Yes	No	None	No
			32	No	Yes	No	No	None	No
Dawson	Dawson Municipal Airport	16J	13	No	No	No	No	None	Yes
			31	No	Yes	No	No	VOR/DME	No
Donalsonville	Donalsonville Municipal Airport	17J	01	No	Yes	Yes	No	VOR/DME-A	No
			19	No	Yes	No	No	None	No
Douglas	Douglas Municipal Airport	DQH	14	Yes	Yes	Yes	No	None	No
			22	No	Yes	Yes	No	None	No
Dublin	W.H. "Bud" Barron Airport	DBN	02	Yes	Yes	Yes	No	None	No
			20	No	Yes	Yes	No	None	No
Eastman	Heart of Georgia Regional Airport	EZM	02	Yes	Yes	Yes	No	VOR/DME-A	No
			20	No	Yes	Yes	No	None	No
Elberton	Elbert County Airport-Patz Field	EBA	11	No	Yes	No	No	VOR/DME	No
			29	No	No	No	No	None	Yes

TABLE 2-9: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/ RNAV	LPV	Circling	Other	Visual Only
Ellijay	Gilmer County Airport	49A	03	No	No	No	No	None	Yes
			21	No	No	No	No	None	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	02	No	Yes	Yes	No	LOC/NDB	No
			20	No	No	No	No	None	Yes
Folkston	Davis Field Airport	3J6	18	No	No	No	No	None	Yes
			36	No	No	No	No	None	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	05	Yes	Yes	Yes	No	NDB	No
			23	No	Yes	Yes	No	None	No
Greensboro	Greene County Regional Airport	3J7	07	No	Yes	No	No	None	No
			25	No	Yes	Yes	No	LOC	No
Griffin	Griffin-Spalding County Airport	6A2	14	No	Yes	No	No	None	No
			32	No	Yes	Yes	No	None	No
Hampton	Henry County Airport	HMP	06	No	Yes	No	No	None	No
			24	No	Yes	No	No	None	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	10	No	No	No	No	None	Yes
			28	No	No	No	No	None	Yes
Hazlehurst	Hazlehurst Airport	AZE	14	No	Yes	No	No	NDB	No
			32	No	No	No	No	None	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	06L	No	Yes	Yes	Yes	None	No
			24R	No	No	No	No	None	Yes
Homerville	Homerville Airport	HOE	14	No	Yes	Yes	No	NDB	No
			32	No	Yes	Yes	No	None	No
Jasper	Pickens County Airport	JZP	16	No	Yes	Yes	No	None	No
			34	No	Yes	Yes	No	None	No
Jefferson	Jackson County Airport	JCA	17	No	Yes	Yes	No	None	No
			35	No	Yes	Yes	No	VOR/DME	No
Jekyll Island	Jekyll Island Airport	09J	18	No	Yes	Yes	No	None	No
			36	No	Yes	Yes	No	None	No
Jesup	Jesup-Wayne County Airport	JES	11	No	Yes	Yes	No	NDB	No
			29	No	Yes	Yes	No	MALSF	No
LaFayette	Barwick LaFayette Airport	9A5	02	No	Yes	No	No	None	No
			20	No	Yes	No	No	None	No
LaGrange	Lagrange-Callaway Airport	LGC	13	No	Yes	Yes	No	VOR	No
			31	Yes	Yes	Yes	No	None	No
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	07	No	Yes	No	No	VOR/DME	No

TABLE 2-9: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/ RNAV	LPV	Circling	Other	Visual Only
			25	Yes	Yes	Yes	No	None	No
Louisville	Louisville Municipal Airport	2J3	13	No	No	Yes*	No	None	Yes
			31	No	No	Yes*	No	None	Yes
Macon	Macon Downtown Airport	MAC	10	No	Yes	Yes	No	LOC	No
			28	No	Yes	Yes	No	None	No
Madison	Madison Municipal Airport	52A	14	No	Yes	No	No	None	No
			32	No	No	No	No	None	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	03	No	Yes	No	No	None	No
			21	No	Yes	No	No	NDB	No
Metter	Metter Municipal Airport	MHP	10	No	Yes	Yes	No	None	No
			28	No	Yes	Yes	No	None	No
Milledgeville	Baldwin County Airport	MLJ	10	No	Yes	No	No	None	No
			28	No	Yes	Yes	No	NDB	No
Millen	Millen Airport	2J5	17	No	Yes	No	No	NDB	No
			35	No	Yes	Yes	No	None	No
Monroe	Monroe-Walton County Airport	D73	03	No	Yes	No	No	None	No
			21	No	No	No	No	None	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	18	No	Yes	No	No	NDB	No
			36	No	Yes	No	No	None	No
Moultrie	Moultrie Municipal Airport	MGR	04	No	Yes	Yes	Yes	NDB-A	No
			22	No	Yes	Yes	Yes	NDB-A	No
Moultrie	Spence Airport	MUL	14	No	No	No	No	None	Yes
			32	No	No	No	No	None	Yes
Nahunta	Brantley County Airport	4J1	01	No	Yes	Yes	No	None	No
			19	No	Yes	Yes	No	None	No
Nashville	Berrien County Airport	4J2	10	No	Yes	Yes	No	None	No
			28	No	Yes	Yes	No	None	No
Perry	Perry-Houston County Airport	PXE	18	No	Yes	Yes	No	None	No
			36	Yes	Yes	Yes	No	None	No
Pine Mountain	Harris County Airport	PIM	09	No	Yes	Yes	No	None	No
			27	No	No	No	No	None	Yes
Quitman	Quitman Brooks County Airport	4J5	10	No	Yes	No	No	None	No
			28	No	Yes	No	No	None	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	11	No	Yes	No	No	None	No
			29	No	No	No	No	None	Yes

TABLE 2-9: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/ RNAV	LPV	Circling	Other	Visual Only
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	01	Yes	Yes	Yes	No	VOR/DME	No
			19	No	Yes	Yes	No	VOR/DME	No
St Marys	St Marys Airport	4J6	04	No	Yes	Yes	No	None	No
			22	No	No	No	No	None	Yes
Sandersville	Kaolin Field Airport	OKZ	13	No	Yes	Yes	No	None	No
			31	No	Yes	Yes	No	None	No
Soperton	Treutlen County Airport	4J8	16	No	No	No	No	None	Yes
			34	No	No	No	No	None	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	14	No	No	No	No	None	Yes
			32	Yes	Yes	Yes	No	None	No
Swainsboro	East Georgia Regional Airport	SBO	14	Yes	Yes	Yes	No	NDB	No
			32	No	Yes	Yes	No	None	No
Sylvania	Plantation Airpark	JYL	05	No	Yes	Yes	No	None	No
			23	No	Yes	Yes	No	NDB	No
Sylvester	Sylvester Airport	SYV	01	No	No	No	No	None	Yes
			19	No	No	No	No	None	Yes
Thomaston	Thomaston-Upson County Airport	OPN	12	Yes	Yes	Yes	No	None	No
			30	No	Yes	Yes	No	NDB	No
Thomasville	Thomasville Regional Airport	TVI	04	No	No	No	No	None	Yes
			22	Yes	Yes	Yes	No	NDB	No
Thomson	Thomson-McDuffie Regional Airport	HQU	10	Yes	Yes	Yes	No	LOC/NDB	No
			28	No	Yes	Yes	No	None	No
Tifton	Henry Tift Myers Airport	TMA	16	No	Yes	Yes	No	None	No
			34	Yes	No	Yes	No	None	No
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	03	No	Yes	Yes	No	VOR/DME	No
			21	No	Yes	Yes	No	VOR	No
Vidalia	Vidalia Regional Airport	VDI	07	No	Yes	Yes	Yes	None	No
			25	Yes	Yes	Yes	Yes	None	No
Warm Springs	Roosevelt Memorial Airport	5A9	18	No	No	No	No	None	Yes
			36	No	No	No	No	None	Yes
Washington	Washington-Wilkes County Airport	IIY	13	No	Yes	Yes	No	VOR/DME	No
			31	No	Yes	Yes	No	None	No
Waycross	Waycross-Ware County Airport	AYS	01	No	Yes	Yes	No	None	No
			19	Yes	Yes	Yes	No	None	No
Waynesboro	Burke County Airport	BXG	08	No	Yes	No	No	None	No

TABLE 2-9: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/ RNAV	LPV	Circling	Other	Visual Only
			26	No	Yes	No	No	None	No
Winder	Barrow County Airport	WDR	13	No	Yes	Yes	Yes	None	No
			31	Yes	Yes	Yes	Yes	NDB	No
Wrens	Wrens Memorial Airport	65J	11	No	No	No	No	None	Yes
			29	No	No	No	No	None	Yes

Source: GDOT, Georgia Airports; FAA Facilities Directory/Approach Plates
*Change established August 17, 2017

2.6.2 Visual Aids

In addition to the above-mentioned instrument approach aids, airports also have visual aids to assist approaching aircraft. Visual aids help pilots locate the airport as well as offering approach guidance. The most common visual aids include:

- Rotating Beacon: A rotating beacon aids in pilot location of an airport at night. The light color combinations indicate the type of airport. White and green, which indicates a civilian land airport, is the most common combination.
- Segmented Circle: A segmented circle provides airport location and a centralized location for other indicators (typically wind sock).
- Wind Indicator: Indicates wind direction and relative wind speed.

All study airports have at least one visual aid, as depicted in **Table 2-10.**

TABLE 2-10: AIRPORT VISUAL AIDS

City	Airport Name	FAA ID	Rotating Beacon	Wind Indicator	Segmented Circle
Commercial Service Airports					
Albany	Southwest Georgia Regional Airport	ABY	Yes	Yes	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	Yes	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	Yes	Yes
Columbus	Columbus Airport	CSG	Yes	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	Yes	Yes	Yes
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	Yes	Yes	Yes
General Aviation Airports					
Adel	Cook County Airport	15J	Yes	Yes	Yes
Alma	Bacon County Airport	AMG	Yes	Yes	Yes
Americus	Jimmy Carter Regional Airport	ACJ	Yes	Yes	Yes
Ashburn	Turner County Airport	75J	Yes	Yes	Yes

TABLE 2-10: AIRPORT VISUAL AIDS

City	Airport Name	FAA ID	Rotating Beacon	Wind Indicator	Segmented Circle
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Yes	Yes	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	Yes	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	Yes	Yes	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	Yes	Yes	No
Atlanta	Fulton County Airport-Brown Field	FTY	Yes	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	Yes	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Yes	Yes	Yes
Augusta	Daniel Field Airport	DNL	Yes	Yes	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	Yes	Yes	Yes
Baxley	Baxley Municipal Airport	BHC	Yes	Yes	Yes
Blairsville	Blairsville Airport	DZJ	Yes	Yes	Yes
Blakely	Early County Airport	BIJ	Yes	Yes	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	Yes	Yes	Yes
Buena Vista	Marion County Airport	82A	No	Yes	Yes
Butler	Butler Municipal Airport	6A1	Yes	Yes	Yes
Cairo	Cairo-Grady County Airport	70J	Yes	Yes	Yes
Calhoun	Tom B. David Field Airport	CZL	Yes	Yes	Yes
Camilla	Camilla-Mitchell County Airport	CXU	Yes	Yes	Yes
Canon	Franklin County Airport	18A	Yes	Yes	Yes
Canton	Cherokee County Airport	CNI	Yes	Yes	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Yes	Yes	Yes
Cartersville	Cartersville Airport	VPC	Yes	Yes	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	Yes	Yes	Yes
Claxton	Claxton-Evans County Airport	CWV	Yes	Yes	Yes
Cochran	Cochran Airport	48A	Yes	Yes	Yes
Cordele	Crisp County-Cordele Airport	CKF	Yes	Yes	Yes
Cornelia	Habersham County Airport	AJR	Yes	Yes	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	Yes	Yes	Yes
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	No	Yes	No
Dalton	Dalton Municipal Airport	DNN	Yes	Yes	Yes
Dawson	Dawson Municipal Airport	16J	Yes	Yes	Yes
Donalsonville	Donalsonville Municipal Airport	17J	Yes	Yes	Yes
Douglas	Douglas Municipal Airport	DQH	Yes	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	Yes	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	Yes	Yes	Yes
Elberton	Elbert County Airport-Patz Field	EBA	Yes	Yes	Yes

TABLE 2-10: AIRPORT VISUAL AIDS

City	Airport Name	FAA ID	Rotating Beacon	Wind Indicator	Segmented Circle
Ellijay	Gilmer County Airport	49A	Yes	Yes	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	Yes	Yes	Yes
Folkston	Davis Field Airport	3J6	Yes	Yes	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	Yes	Yes	Yes
Greensboro	Greene County Regional Airport	3J7	Yes	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	Yes	Yes	No
Hampton	Henry County Airport	HMP	Yes	Yes	Yes
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	Yes	Yes	No
Hazlehurst	Hazlehurst Airport	AZE	Yes	Yes	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	Yes	Yes	Yes
Homerville	Homerville Airport	HOE	Yes	Yes	Yes
Jasper	Pickens County Airport	JZP	Yes	Yes	Yes
Jefferson	Jackson County Airport	JCA	Yes	Yes	Yes
Jekyll Island	Jekyll Island Airport	09J	Yes	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	Yes	Yes	Yes
LaFayette	Barwick LaFayette Airport	9A5	Yes	Yes	Yes
LaGrange	Lagrange-Callaway Airport	LGC	Yes	Yes	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Yes	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	Yes	Yes	Yes
Macon	Macon Downtown Airport	MAC	Yes	Yes	Yes
Madison	Madison Municipal Airport	52A	Yes	Yes	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	Yes	Yes	Yes
Metter	Metter Municipal Airport	MHP	Yes	Yes	Yes
Milledgeville	Baldwin County Airport	MLJ	Yes	Yes	No
Millen	Millen Airport	2J5	Yes	Yes	Yes
Monroe	Monroe-Walton County Airport	D73	Yes	Yes	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	Yes	Yes	Yes
Moultrie	Moultrie Municipal Airport	MGR	Yes	Yes	Yes
Moultrie	Spence Airport	MUL	No	Yes	No
Nahunta	Brantley County Airport	4J1	Yes	Yes	Yes
Nashville	Berrien County Airport	4J2	Yes	Yes	Yes
Perry	Perry-Houston County Airport	PXE	Yes	Yes	Yes
Pine Mountain	Harris County Airport	PIM	Yes	Yes	Yes
Quitman	Quitman Brooks County Airport	4J5	No	Yes	Yes
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Yes	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Yes	Yes	Yes

TABLE 2-10: AIRPORT VISUAL AIDS

City	Airport Name	FAA ID	Rotating Beacon	Wind Indicator	Segmented Circle
St Marys	St Marys Airport	4J6	Yes	Yes	Yes
Sandersville	Kaolin Field Airport	OKZ	Yes	Yes	Yes
Soperton	Treutlen County Airport	4J8	No	Yes	No
Statesboro	Statesboro-Bulloch County Airport	TBR	Yes	Yes	Yes
Swainsboro	East Georgia Regional Airport	SBO	Yes	Yes	Yes
Sylvania	Plantation Airpark	JYL	Yes	Yes	Yes
Sylvester	Sylvester Airport	SYV	Yes	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	Yes	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	Yes	Yes	No
Thomson	Thomson-McDuffie Regional Airport	HQU	Yes	Yes	Yes
Tifton	Henry Tift Myers Airport	TMA	Yes	Yes	Yes
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	Yes	Yes	Yes
Vidalia	Vidalia Regional Airport	VDI	Yes	Yes	Yes
Warm Springs	Roosevelt Memorial Airport	5A9	Yes	Yes	Yes
Washington	Washington-Wilkes County Airport	IIY	Yes	Yes	Yes
Waycross	Waycross-Ware County Airport	AYS	Yes	Yes	Yes
Waynesboro	Burke County Airport	BXG	Yes	Yes	Yes
Winder	Barrow County Airport	WDR	Yes	Yes	Yes
Wrens	Wrens Memorial Airport	65J	Yes	Yes	Yes

Source: GDOT, Georgia Airports, FAA Form 5010

2.6.3 Automated Weather

There are two primary automated weather systems at study airports: the Automated Weather Observation System (AWOS) and the Automated Surface Observation System (ASOS). Typically, these systems provide basic weather data such as temperature, dew point, density altitude, altimeter setting, and wind speed and direction. The systems are defined as follows:

- Automated Weather Observation System (AWOS): The AWOS automatically collects weather data from various locations on and around the airport. The information is then transmitted to pilots via a computer-generated voice message on a specified frequency.
- Automated Surface Observation System (ASOS): The ASOS collects minute-by-minute weather observations, from which it generates aviation weather information. This information is disseminated to pilots by a computer-generated voice message via a specified radio frequency.

Table 2-11 depicts the type of automated weather reporting system at each study airport.

TABLE 2-11: WEATHER REPORTING SYSTEMS

City	Airport Name	FAA ID	Weather System
Commercial Service Airports			
Albany	Southwest Georgia Regional Airport	ABY	ASOS
Augusta	Augusta Regional Airport at Bush Field	AGS	ASOS
Athens	Athens-Ben Epps Airport	AHN	ASOS
Brunswick	Brunswick-Golden Isles Airport	BQK	AWOS
Columbus	Columbus Airport	CSG	ASOS
Macon	Middle Georgia Regional Airport	MCN	ASOS
Savannah	Savannah-Hilton Head International Airport	SAV	ASOS
Valdosta	Valdosta Regional Airport	VLD	ASOS
General Aviation Airports			
Adel	Cook County Airport	15J	None
Alma	Bacon County Airport	AMG	ASOS
Americus	Jimmy Carter Regional Airport	ACJ	AWOS
Ashburn	Turner County Airport	75J	None
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	ASOS
Atlanta	Cobb County International Airport-McCollum Field	RYY	AWOS
Atlanta	Covington Municipal Airport	CVC	AWOS
Atlanta	DeKalb-Peachtree Airport	PDK	ASOS
Atlanta	Fulton County Airport-Brown Field	FTY	ASOS
Atlanta	Newnan-Coweta County Airport	CCO	AWOS
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	AWOS
Augusta	Daniel Field Airport	DNL	ASOS
Bainbridge	Decatur County Industrial Air Park	BGE	AWOS
Baxley	Baxley Municipal Airport	BHC	AWOS
Blairsville	Blairsville Airport	DZJ	AWOS
Blakely	Early County Airport	BIJ	AWOS
Brunswick	McKinnon-St. Simons Island Airport	SSI	ASOS
Buena Vista	Marion County Airport	82A	None
Butler	Butler Municipal Airport	6A1	AWOS
Cairo	Cairo-Grady County Airport	70J	None
Calhoun	Tom B. David Field Airport	CZL	AWOS
Camilla	Camilla-Mitchell County Airport	CXU	AWOS
Canon	Franklin County Airport	18A	AWOS
Canton	Cherokee County Airport	CNI	AWOS
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	AWOS
Cartersville	Cartersville Airport	VPC	ASOS
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	None

TABLE 2-11: WEATHER REPORTING SYSTEMS

City	Airport Name	FAA ID	Weather System
Claxton	Claxton-Evans County Airport	CWV	AWOS
Cochran	Cochran Airport	48A	AWOS
Cordele	Crisp County-Cordele Airport	CKF	AWOS
Cornelia	Habersham County Airport	AJR	AWOS
Cuthbert	Lower Chattahoochee Regional Airport	25J	None
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	None
Dalton	Dalton Municipal Airport	DNN	AWOS
Dawson	Dawson Municipal Airport	16J	None
Donalsonville	Donalsonville Municipal Airport	17J	AWOS
Douglas	Douglas Municipal Airport	DQH	AWOS
Dublin	W.H. "Bud" Barron Airport	DBN	AWOS
Eastman	Heart of Georgia Regional Airport	EZM	AWOS
Elberton	Elbert County Airport-Patz Field	EBA	AWOS
Ellijay	Gilmer County Airport	49A	AWOS
Fitzgerald	Fitzgerald Municipal Airport	FZG	AWOS
Folkston	Davis Field Airport	3J6	None
Gainesville	Lee Gilmer Memorial Airport	GVL	ASOS
Greensboro	Greene County Regional Airport	3J7	AWOS
Griffin	Griffin-Spalding County Airport	6A2	AWOS
Hampton	Henry County Airport	HMP	AWOS
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	None
Hazlehurst	Hazlehurst Airport	AZE	AWOS
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	None
Homerville	Homerville Airport	HOE	AWOS
Jasper	Pickens County Airport	JZP	AWOS
Jefferson	Jackson County Airport	JCA	AWOS
Jekyll Island	Jekyll Island Airport	09J	None
Jesup	Jesup-Wayne County Airport	JES	AWOS
LaFayette	Barwick LaFayette Airport	9A5	AWOS
LaGrange	Lagrange-Callaway Airport	LGC	AWOS
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	AWOS
Louisville	Louisville Municipal Airport	2J3	AWOS
Macon	Macon Downtown Airport	MAC	None
Madison	Madison Municipal Airport	52A	None
Mc Rae	Telfair-Wheeler Airport	MQW	AWOS
Metter	Metter Municipal Airport	MHP	AWOS
Milledgeville	Baldwin County Airport	MLJ	AWOS

TABLE 2-11: WEATHER REPORTING SYSTEMS

City	Airport Name	FAA ID	Weather System
Millen	Millen Airport	2J5	None
Monroe	Monroe-Walton County Airport	D73	AWOS
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	None
Moultrie	Moultrie Municipal Airport	MGR	AWOS
Moultrie	Spence Airport	MUL	None
Nahunta	Brantley County Airport	4J1	None
Nashville	Berrien County Airport	4J2	None
Perry	Perry-Houston County Airport	PXE	AWOS
Pine Mountain	Harris County Airport	PIM	AWOS
Quitman	Quitman Brooks County Airport	4J5	None
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	None
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	ASOS
St Marys	St Marys Airport	4J6	None
Sandersville	Kaolin Field Airport	OKZ	AWOS
Soperton	Treutlen County Airport	4J8	None
Statesboro	Statesboro-Bulloch County Airport	TBR	AWOS
Swainsboro	East Georgia Regional Airport	SBO	AWOS
Sylvania	Plantation Airpark	JYL	AWOS
Sylvester	Sylvester Airport	SYV	None
Thomaston	Thomaston-Upson County Airport	OPN	AWOS
Thomasville	Thomasville Regional Airport	TVI	AWOS
Thomson	Thomson-McDuffie Regional Airport	HQU	AWOS
Tifton	Henry Tift Myers Airport	TMA	AWOS
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	AWOS
Vidalia	Vidalia Regional Airport	VDI	AWOS
Warm Springs	Roosevelt Memorial Airport	5A9	None
Washington	Washington-Wilkes County Airport	IIY	AWOS
Waycross	Waycross-Ware County Airport	AYS	AWOS
Waynesboro	Burke County Airport	BXG	None
Winder	Barrow County Airport	WDR	AWOS
Wrens	Wrens Memorial Airport	65J	None

Source: GDOT, Georgia Airports, FAA

2.7 Landside Facilities/Services

Landside facilities support aircraft and flight activities; the landside facilities collected as part of the inventory effort include fuel, terminal and FBO facilities, hangars, and tie-downs. Information on aircraft storage and parking facilities at each airport are not reported in this chapter, but were provided separately to GDOT to

update their database on aircraft storage/parking facilities. Information on current aircraft storage and aircraft parking are presented in a subsequent section of the GSASP that investigates the ability of each airport to meet facility and service objectives for the airport's designated role in the state airport system.

2.7.1 Fuel Services

Nearly all study airports currently have some type of fuel available. The two most common types of fuel used for aviation activities are 100LL (AvGas) and Jet-A. AvGas is used by most general aviation, piston-engine aircraft, while Jet-A is used by larger turbo-prop, twin-engine, and jet aircraft. MoGas, also called "motor gas" is often offered at airports for aircraft that are able to use automotive fuel. **Table 2-12** depicts what fuel is currently offered at each study airport. Various system roles have different objectives for fuel; the facility/service objectives analysis determines the ability of each airport to meet its objective for providing fuel for based and visiting aircraft.

TABLE 2-12: FUEL TYPE

City	Airport Name	FAA ID	100LL/AvGas	Jet-A	MoGas
Commercial Service Airports					
Albany	Southwest Georgia Regional Airport	ABY	Yes	Yes	No
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	Yes	Yes	No
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	Yes	No
Columbus	Columbus Airport	CSG	Yes	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	Yes	Yes	Yes
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	Yes	Yes	No
General Aviation Airports					
Adel	Cook County Airport	15J	Yes	Yes	No
Alma	Bacon County Airport	AMG	Yes	Yes	No
Americus	Jimmy Carter Regional Airport	ACJ	Yes	Yes	No
Ashburn	Turner County Airport	75J	No	No	No
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Yes	Yes	No
Atlanta	Cobb County International Airport-McCollum Field	RYY	Yes	Yes	No
Atlanta	Covington Municipal Airport	CVC	Yes	Yes	No
Atlanta	DeKalb-Peachtree Airport	PDK	Yes	Yes	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	Yes	Yes	No
Atlanta	Newnan-Coweta County Airport	CCO	Yes	Yes	No
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Yes	Yes	No
Augusta	Daniel Field Airport	DNL	Yes	Yes	No
Bainbridge	Decatur County Industrial Air Park	BGE	Yes	Yes	No
Baxley	Baxley Municipal Airport	BHC	Yes	Yes	No
Blairsville	Blairsville Airport	DZJ	Yes	Yes	No
Blakely	Early County Airport	BIJ	Yes	Yes	No

TABLE 2-12: FUEL TYPE

City	Airport Name	FAA ID	100LL/AvGas	Jet-A	MoGas
Brunswick	McKinnon-St. Simons Island Airport	SSI	Yes	Yes	No
Buena Vista	Marion County Airport	82A	No	No	No
Butler	Butler Municipal Airport	6A1	Yes	No	No
Cairo	Cairo-Grady County Airport	70J	Yes	No	No
Calhoun	Tom B. David Field Airport	CZL	Yes	Yes	No
Camilla	Camilla-Mitchell County Airport	CXU	Yes	Yes	No
Canon	Franklin County Airport	18A	Yes	Yes	No
Canton	Cherokee County Airport	CNI	Yes	Yes	No
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Yes	Yes	Yes
Cartersville	Cartersville Airport	VPC	Yes	Yes	No
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	Yes	Yes	No
Claxton	Claxton-Evans County Airport	CWV	Yes	No	No
Cochran	Cochran Airport	48A	Yes	Yes	No
Cordele	Crisp County-Cordele Airport	CKF	Yes	Yes	No
Cornelia	Habersham County Airport	AJR	Yes	Yes	No
Cuthbert	Lower Chattahoochee Regional Airport	25J	No	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	Yes	No	No
Dalton	Dalton Municipal Airport	DNN	Yes	Yes	No
Dawson	Dawson Municipal Airport	16J	Yes	No	No
Donalsonville	Donalsonville Municipal Airport	17J	Yes	No	No
Douglas	Douglas Municipal Airport	DQH	Yes	Yes	No
Dublin	W.H. "Bud" Barron Airport	DBN	Yes	Yes	No
Eastman	Heart of Georgia Regional Airport	EZM	Yes	Yes	No
Elberton	Elbert County Airport-Patz Field	EBA	Yes	No	No
Ellijay	Gilmer County Airport	49A	Yes	No	No
Fitzgerald	Fitzgerald Municipal Airport	FZG	Yes	Yes	No
Folkston	Davis Field Airport	3J6	No	No	No
Gainesville	Lee Gilmer Memorial Airport	GVL	Yes	Yes	No
Greensboro	Greene County Regional Airport	3J7	Yes	Yes	No
Griffin	Griffin-Spalding County Airport	6A2	Yes	Yes	No
Hampton	Henry County Airport	HMP	Yes	Yes	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No	No	No
Hazlehurst	Hazlehurst Airport	AZE	Yes	Yes	No
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	Yes	Yes	No
Homerville	Homerville Airport	HOE	Yes	Yes	No
Jasper	Pickens County Airport	JZP	Yes	Yes	No

TABLE 2-12: FUEL TYPE

City	Airport Name	FAA ID	100LL/AvGas	Jet-A	MoGas
Jefferson	Jackson County Airport	JCA	Yes	Yes	No
Jekyll Island	Jekyll Island Airport	09J	No	No	No
Jesup	Jesup-Wayne County Airport	JES	Yes	Yes	No
LaFayette	Barwick LaFayette Airport	9A5	Yes	No	No
LaGrange	Lagrange-Callaway Airport	LGC	Yes	Yes	No
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Yes	Yes	No
Louisville	Louisville Municipal Airport	2J3	Yes	Yes	No
Macon	Macon Downtown Airport	MAC	Yes	Yes	No
Madison	Madison Municipal Airport	52A	Yes	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	No	No	No
Metter	Metter Municipal Airport	MHP	Yes	No	No
Milledgeville	Baldwin County Airport	MLJ	Yes	Yes	No
Millen	Millen Airport	2J5	Yes	Yes	No
Monroe	Monroe-Walton County Airport	D73	Yes	Yes	No
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	No	No	No
Moultrie	Moultrie Municipal Airport	MGR	Yes	Yes	No
Moultrie	Spence Airport	MUL	No	No	No
Nahunta	Brantley County Airport	4J1	No	No	No
Nashville	Berrien County Airport	4J2	No	Yes	No
Perry	Perry-Houston County Airport	PXE	Yes	Yes	No
Pine Mountain	Harris County Airport	PIM	Yes	Yes	No
Quitman	Quitman Brooks County Airport	4J5	Yes	Yes	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Yes	Yes	No
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Yes	Yes	No
St Marys	St Marys Airport	4J6	Yes	Yes	No
Sandersville	Kaolin Field Airport	OKZ	Yes	Yes	No
Soperton	Treutlen County Airport	4J8	No	No	No
Statesboro	Statesboro-Bulloch County Airport	TBR	Yes	Yes	No
Swainsboro	East Georgia Regional Airport	SBO	Yes	Yes	No
Sylvania	Plantation Airpark	JYL	Yes	No	No
Sylvester	Sylvester Airport	SYV	Yes	No	Yes
Thomaston	Thomaston-Upson County Airport	OPN	Yes	Yes	No
Thomasville	Thomasville Regional Airport	TVI	Yes	Yes	No
Thomson	Thomson-McDuffie Regional Airport	HQU	Yes	Yes	No
Tifton	Henry Tift Myers Airport	TMA	Yes	Yes	No
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	Yes	Yes	No
Vidalia	Vidalia Regional Airport	VDI	Yes	Yes	No

TABLE 2-12: FUEL TYPE

City	Airport Name	FAA ID	100LL/AvGas	Jet-A	MoGas
Warm Springs	Roosevelt Memorial Airport	5A9	Yes	No	No
Washington	Washington-Wilkes County Airport	IIY	Yes	Yes	No
Waycross	Waycross-Ware County Airport	AYS	Yes	Yes	No
Waynesboro	Burke County Airport	BXG	Yes	No	Yes
Winder	Barrow County Airport	WDR	Yes	Yes	No
Wrens	Wrens Memorial Airport	65J	Yes	No	No

Source: GDOT, Georgia Airports, FAA

2.7.2 Other Services and Facilities

Varying levels of services and facilities are found at study airports. The inventory collected data on airports that have flight training, aircraft sales, aircraft servicing, various on-site maintenance service, hangar rental, air taxi services, US Customs, and food services. **Table 2-13** depicts services that are available at each study airport. Ground access options available at study airports are shown in **Table 2-14**.

TABLE 2-13: SERVICES AND FACILITIES

City	Airport Name	FAA ID	Scheduled Service	Air Taxi	Flight Training	Aircraft Rental	Aircraft Sales	Transient Hangar Rental	Based Aircraft Hangar Rental	Overnight TD	Deicing	Charter	Part 135	Avionics Repair	Maintenance	US Customs	Restaurant
Commercial Service Airports																	
Albany	Southwest Georgia Regional Airport	ABY	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes
Athens	Athens-Ben Epps Airport	AHN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes
Columbus	Columbus Airport	CSG	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Macon	Middle Georgia Regional Airport	MCN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No	Yes
General Aviation Airports																	
Adel	Cook County Airport	15J	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Alma	Bacon County Airport	AMG	No	No	Yes	No	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Americus	Jimmy Carter Regional Airport	ACJ	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Ashburn	Turner County Airport	75J	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No
Atlanta	Cobb County International Airport-McCollum Field	RYY	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Atlanta	DeKalb-Peachtree Airport	PDK	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

TABLE 2-13: SERVICES AND FACILITIES

City	Airport Name	FAA ID	Scheduled Service	Air Taxi	Flight Training	Aircraft Rental	Aircraft Sales	Transient Hangar Rental	Based Aircraft Hangar Rental	Overnight TD	Deicing	Charter	Part 135	Avionics Repair	Maintenance	US Customs	Restaurant
Atlanta	Fulton County Airport-Brown Field	FTY	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Atlanta	Newnan-Coweta County Airport	CCO	No	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Augusta	Daniel Field Airport	DNL	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Baxley	Baxley Municipal Airport	BHC	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Blairsville	Blairsville Airport	DZJ	No	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
Blakely	Early County Airport	BIJ	No	No	Yes	No	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
Brunswick	McKinnon-St. Simons Island Airport	SSI	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No
Buena Vista	Marion County Airport	82A	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No
Butler	Butler Municipal Airport	6A1	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Cairo	Cairo-Grady County Airport	70J	No	No	Yes	No	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No	No
Calhoun	Tom B. David Field Airport	CZL	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Camilla	Camilla-Mitchell County Airport	CXU	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Canon	Franklin County Airport	18A	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Canton	Cherokee County Airport	CNI	No	No	Yes	Yes	No	No	Yes	Yes	No	Yes	No	Yes	Yes	No	No
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	No	No	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No
Cartersville	Cartersville Airport	VPC	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Claxton	Claxton-Evans County Airport	CWV	No	No	No	No	No	No	Yes	Yes	No	No	No	No	Yes	No	No

TABLE 2-13: SERVICES AND FACILITIES

City	Airport Name	FAA ID	Scheduled Service	Air Taxi	Flight Training	Aircraft Rental	Aircraft Sales	Transient Hangar Rental	Based Aircraft Hangar Rental	Overnight TD	Deicing	Charter	Part 135	Avionics Repair	Maintenance	US Customs	Restaurant
Cochran	Cochran Airport	48A	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No	No
Cordele	Crisp County-Cordele Airport	CKF	No	No	No	No	No	No	Yes	Yes	No	No	No	No	Yes	No	No
Cornelia	Habersham County Airport	AJR	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Cuthbert	Lower Chattahoochee Regional Airport	25J	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Dalton	Dalton Municipal Airport	DNN	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Dawson	Dawson Municipal Airport	16J	No	No	Yes	No	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
Donalsonville	Donalsonville Municipal Airport	17J	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Douglas	Douglas Municipal Airport	DQH	No	No	Yes	Yes	No	No	Yes	Yes	No	No	No	No	Yes	No	No
Dublin	W.H. "Bud" Barron Airport	DBN	No	No	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	No	Yes	No	No
Eastman	Heart of Georgia Regional Airport	EZM	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Elberton	Elbert County Airport-Patz Field	EBA	No	No	Yes	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No
Ellijay	Gilmer County Airport	49A	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Fitzgerald	Fitzgerald Municipal Airport	FZG	No	No	No	No	No	No	Yes	Yes	No	No	No	No	Yes	No	No
Folkston	Davis Field Airport	3J6	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No
Gainesville	Lee Gilmer Memorial Airport	GVL	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No
Greensboro	Greene County Regional Airport	3J7	No	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	No	No	No	No
Griffin	Griffin-Spalding County Airport	6A2	No	No	Yes	Yes	No	No	Yes	Yes	No	Yes	No	Yes	Yes	No	No
Hampton	Henry County Airport	HMP	No	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	No	No

TABLE 2-13: SERVICES AND FACILITIES

City	Airport Name	FAA ID	Scheduled Service	Air Taxi	Flight Training	Aircraft Rental	Aircraft Sales	Transient Hangar Rental	Based Aircraft Hangar Rental	Overnight TD	Deicing	Charter	Part 135	Avionics Repair	Maintenance	US Customs	Restaurant
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No
Hazlehurst	Hazlehurst Airport	AZE	No	No	Yes	No	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Homerville	Homerville Airport	HOE	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No
Jasper	Pickens County Airport	JZP	No	No	Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	Yes	No	No
Jefferson	Jackson County Airport	JCA	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No	No
Jekyll Island	Jekyll Island Airport	09J	No	No	Yes	No	No	No	No	Yes	No	No	No	No	No	No	Yes
Jesup	Jesup-Wayne County Airport	JES	No	No	Yes	No	Yes	No	Yes	Yes	No	No	No	No	Yes	No	No
LaFayette	Barwick LaFayette Airport	9A5	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No	No
LaGrange	Lagrange-Callaway Airport	LGC	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	No	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes
Louisville	Louisville Municipal Airport	2J3	No	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Macon	Macon Downtown Airport	MAC	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Madison	Madison Municipal Airport	52A	No	Yes	No	No	No	Yes	Yes	Yes	No	Yes	No	No	Yes	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	No	No	Yes	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Metter	Metter Municipal Airport	MHP	No	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Milledgeville	Baldwin County Airport	MLJ	No	No	Yes	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No
Millen	Millen Airport	2J5	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Monroe	Monroe-Walton County Airport	D73	No	No	Yes	No	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No

TABLE 2-13: SERVICES AND FACILITIES

City	Airport Name	FAA ID	Scheduled Service	Air Taxi	Flight Training	Aircraft Rental	Aircraft Sales	Transient Hangar Rental	Based Aircraft Hangar Rental	Overnight TD	Deicing	Charter	Part 135	Avionics Repair	Maintenance	US Customs	Restaurant
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Moultrie	Moultrie Municipal Airport	MGR	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Moultrie	Spence Airport	MUL	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes	No	No
Nahunta	Brantley County Airport	4J1	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No
Nashville	Berrien County Airport	4J2	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No
Perry	Perry-Houston County Airport	PXE	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No	No
Pine Mountain	Harris County Airport	PIM	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	Yes
Quitman	Quitman Brooks County Airport	4J5	No	No	Yes	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	No	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	No	Yes	No	Yes
St Marys	St Marys Airport	4J6	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Sandersville	Kaolin Field Airport	OKZ	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Soperton	Treutlen County Airport	4J8	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No
Statesboro	Statesboro-Bulloch County Airport	TBR	No	No	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	No	Yes	No	No
Swainsboro	East Georgia Regional Airport	SBO	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
Sylvania	Plantation Airpark	JYL	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Sylvester	Sylvester Airport	SYV	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No
Thomaston	Thomaston-Upson County Airport	OPN	No	No	Yes	No	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
Thomasville	Thomasville Regional Airport	TVI	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No	No

TABLE 2-13: SERVICES AND FACILITIES

City	Airport Name	FAA ID	Scheduled Service	Air Taxi	Flight Training	Aircraft Rental	Aircraft Sales	Transient Hangar Rental	Based Aircraft Hangar Rental	Overnight TD	Deicing	Charter	Part 135	Avionics Repair	Maintenance	US Customs	Restaurant
Thomson	Thomson-McDuffie Regional Airport	HQU	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No	No
Tifton	Henry Tift Myers Airport	TMA	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	No	No	No	Yes	No	No	Yes	Yes	No	No	Yes	Yes	Yes	No	No
Vidalia	Vidalia Regional Airport	VDI	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No
Washington	Washington-Wilkes County Airport	IIY	No	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Waycross	Waycross-Ware County Airport	AYS	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	Yes	No	No
Waynesboro	Burke County Airport	BXG	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No
Winder	Barrow County Airport	WDR	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes
Wrens	Wrens Memorial Airport	65J	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No

Source: GDOT, Georgia Airports, FAA, AOPA

TABLE 2-14: GROUND ACCESS OPTIONS

City	Airport Name	FAA ID	On-site Rental Cars	Off-Site or Pre-Arranged Rental Cars
Commercial Service Airports				
Albany	Southwest Georgia Regional Airport	ABY	Yes	No
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	No
Athens	Athens-Ben Epps Airport	AHN	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	Yes
Columbus	Columbus Airport	CSG	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	Yes	Yes
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	No
Valdosta	Valdosta Regional Airport	VLD	Yes	Yes
General Aviation Airports				
Adel	Cook County Airport	15J	No	No
Alma	Bacon County Airport	AMG	No	No
Americus	Jimmy Carter Regional Airport	ACJ	No	Yes
Ashburn	Turner County Airport	75J	No	No
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Yes	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	Yes	No
Atlanta	Covington Municipal Airport	CVC	No	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	Yes	No
Atlanta	Fulton County Airport-Brown Field	FTY	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	No	Yes
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	No	Yes
Augusta	Daniel Field Airport	DNL	Yes	No
Bainbridge	Decatur County Industrial Air Park	BGE	No	Yes
Baxley	Baxley Municipal Airport	BHC	No	Yes
Blairsville	Blairsville Airport	DZJ	Yes	Yes
Blakely	Early County Airport	BIJ	No	No
Brunswick	McKinnon-St. Simons Island Airport	SSI	Yes	Yes
Buena Vista	Marion County Airport	82A	No	No
Butler	Butler Municipal Airport	6A1	No	No
Cairo	Cairo-Grady County Airport	70J	No	No
Calhoun	Tom B. David Field Airport	CZL	No	Yes
Camilla	Camilla-Mitchell County Airport	CXU	No	Yes
Canon	Franklin County Airport	18A	No	Yes
Canton	Cherokee County Airport	CNI	No	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	No	Yes
Cartersville	Cartersville Airport	VPC	No	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	No	Yes

TABLE 2-14: GROUND ACCESS OPTIONS

City	Airport Name	FAA ID	On-site Rental Cars	Off-Site or Pre-Arranged Rental Cars
Claxton	Claxton-Evans County Airport	CWV	No	No
Cochran	Cochran Airport	48A	No	No
Cordele	Crisp County-Cordele Airport	CKF	No	Yes
Cornelia	Habersham County Airport	AJR	No	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	No	No
Dalton	Dalton Municipal Airport	DNN	No	Yes
Dawson	Dawson Municipal Airport	16J	No	No
Donalsonville	Donalsonville Municipal Airport	17J	No	No
Douglas	Douglas Municipal Airport	DQH	No	No
Dublin	W.H. "Bud" Barron Airport	DBN	No	Yes
Eastman	Heart of Georgia Regional Airport	EZM	No	Yes
Elberton	Elbert County Airport-Patz Field	EBA	No	No
Ellijay	Gilmer County Airport	49A	No	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	No	Yes
Folkston	Davis Field Airport	3J6	No	No
Gainesville	Lee Gilmer Memorial Airport	GVL	Yes	Yes
Greensboro	Greene County Regional Airport	3J7	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	No	Yes
Hampton	Henry County Airport	HMP	No	Yes
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No	No
Hazlehurst	Hazlehurst Airport	AZE	No	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	No	Yes
Homerville	Homerville Airport	HOE	No	No
Jasper	Pickens County Airport	JZP	No	Yes
Jefferson	Jackson County Airport	JCA	No	Yes
Jekyll Island	Jekyll Island Airport	09J	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	No	Yes
LaFayette	Barwick LaFayette Airport	9A5	No	Yes
LaGrange	Lagrange-Callaway Airport	LGC	No	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	No	Yes
Louisville	Louisville Municipal Airport	2J3	No	Yes
Macon	Macon Downtown Airport	MAC	No	No
Madison	Madison Municipal Airport	52A	No	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	No	No
Metter	Metter Municipal Airport	MHP	No	No

TABLE 2-14: GROUND ACCESS OPTIONS

City	Airport Name	FAA ID	On-site Rental Cars	Off-Site or Pre-Arranged Rental Cars
Milledgeville	Baldwin County Airport	MLJ	No	Yes
Millen	Millen Airport	2J5	No	Yes
Monroe	Monroe-Walton County Airport	D73	No	No
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	No	No
Moultrie	Moultrie Municipal Airport	MGR	No	Yes
Moultrie	Spence Airport	MUL	No	No
Nahunta	Brantley County Airport	4J1	No	No
Nashville	Berrien County Airport	4J2	No	No
Perry	Perry-Houston County Airport	PXE	No	Yes
Pine Mountain	Harris County Airport	PIM	No	Yes
Quitman	Quitman Brooks County Airport	4J5	No	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	No	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Yes	Yes
St Marys	St Marys Airport	4J6	No	No
Sandersville	Kaolin Field Airport	OKZ	No	Yes
Soperton	Treutlen County Airport	4J8	No	No
Statesboro	Statesboro-Bulloch County Airport	TBR	No	Yes
Swainsboro	East Georgia Regional Airport	SBO	Yes	Yes
Sylvania	Plantation Airpark	JYL	No	Yes
Sylvester	Sylvester Airport	SYV	No	No
Thomaston	Thomaston-Upson County Airport	OPN	No	Yes
Thomasville	Thomasville Regional Airport	TVI	No	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	No	Yes
Tifton	Henry Tift Myers Airport	TMA	Yes	Yes
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	No	No
Vidalia	Vidalia Regional Airport	VDI	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	No	No
Washington	Washington-Wilkes County Airport	IIY	No	Yes
Waycross	Waycross-Ware County Airport	AYS	No	Yes
Waynesboro	Burke County Airport	BXG	No	No
Winder	Barrow County Airport	WDR	No	Yes
Wrens	Wrens Memorial Airport	65J	No	No

Source: GDOT, Georgia Airports, FAA, AOPA

2.8 Airport Planning Documents

2.8.1 Airport Layout Plan and Wildlife Management Plan

Information regarding the current status of planning documentation for each study airport is depicted in **Table 2-15**, including whether or not the airport has an approved airport master plan or airport layout plan (ALP), and the date of its completion. The airport master plan is a report that documents the airport's long-range planning process, while the ALP is a set of drawings that depicts recommendations that are a result of the planning process.

Wildlife on airports can be a hazard for both aircraft and animals. A Wildlife Hazard Management Plan helps airports identify the most common wildlife in their area and determine how best to mitigate any potential hazard. Under various conditions, as presented in the AIP Handbook Order 5100-38D, some airports are eligible to receive grants to develop a Wildlife Management Plan. **Table 2-15** also presents which airports in Georgia have an approved Wildlife Management Plan.

TABLE 2-15: AIRPORT LAYOUT PLAN AND WILDLIFE MANAGEMENT PLAN

City	Airport Name	FAA ID	Approved ALP	Date	Approved Wildlife Management Plan	Date
Commercial Service Airports						
Albany	Southwest Georgia Regional Airport	ABY	Yes	2012	Yes	2017
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	2016	Yes	
Athens	Athens-Ben Epps Airport	AHN	Yes	2014	Yes	2017
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	2003	Yes	2014
Columbus	Columbus Airport	CSG	Yes	2012	Yes	2016
Macon	Middle Georgia Regional Airport	MCN	Yes	2016	Yes	2017
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	2014	Yes	2016
Valdosta	Valdosta Regional Airport	VLD	Yes	2008	Yes	2015
General Aviation Airports						
Adel	Cook County Airport	15J	Yes	2003	No	
Alma	Bacon County Airport	AMG	No	2005	No	
Americus	Jimmy Carter Regional Airport	ACJ	Yes	2000	No	
Ashburn	Turner County Airport	75J	Yes	2005	No	
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Yes	2009	No	
Atlanta	Cobb County International Airport-McCollum Field	RYY	Yes	2009	No	
Atlanta	Covington Municipal Airport	CVC	Yes	2013	No	
Atlanta	DeKalb-Peachtree Airport	PDK	Yes	2011	Yes	2015
Atlanta	Fulton County Airport-Brown Field	FTY	Yes	2016	No	
Atlanta	Newnan-Coweta County Airport	CCO	Yes	2012	No	
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Yes	2015	No	
Augusta	Daniel Field Airport	DNL	Yes	2000	No	
Bainbridge	Decatur County Industrial Air Park	BGE	Yes	2012	No	
Baxley	Baxley Municipal Airport	BHC	Yes	2001	No	

TABLE 2-15: AIRPORT LAYOUT PLAN AND WILDLIFE MANAGEMENT PLAN

City	Airport Name	FAA ID	Approved ALP	Date	Approved Wildlife Management Plan	Date
Blairsville	Blairsville Airport	DZJ	Yes	2012	No	
Blakely	Early County Airport	BIJ	Yes	2004	No	
Brunswick	McKinnon-St. Simons Island Airport	SSI	Yes	2002	Yes	2012
Buena Vista	Marion County Airport	82A	Yes	2016	No	
Butler	Butler Municipal Airport	6A1	Yes	2016	No	
Cairo	Cairo-Grady County Airport	70J	Yes	2014	No	
Calhoun	Tom B. David Field Airport	CZL	Yes	2013	No	
Camilla	Camilla-Mitchell County Airport	CXU	Yes	2013	No	
Canon	Franklin County Airport	18A	Yes	2005	No	
Canton	Cherokee County Airport	CNI	Yes	2007	No	
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Yes	2014	No	
Cartersville	Cartersville Airport	VPC	Yes	2015	No	
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	Yes	2007	No	
Claxton	Claxton-Evans County Airport	CWV	Yes	2010	No	
Cochran	Cochran Airport	48A	Yes	2002	No	
Cordele	Crisp County-Cordele Airport	CKF	Yes	2006	No	
Cornelia	Habersham County Airport	AJR	Yes	2016	No	
Cuthbert	Lower Chattahoochee Regional Airport	25J	Yes	2011	No	
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	Yes	1966	No	
Dalton	Dalton Municipal Airport	DNN	Yes	2000	No	
Dawson	Dawson Municipal Airport	16J	Yes	2007	No	
Donalsonville	Donalsonville Municipal Airport	17J	Yes	2012	No	
Douglas	Douglas Municipal Airport	DQH	Yes	2016	No	
Dublin	W.H. "Bud" Barron Airport	DBN	Yes	2007	No	
Eastman	Heart of Georgia Regional Airport	EZM	Yes	2016	No	
Elberton	Elbert County Airport-Patz Field	EBA	Yes	2011	No	
Ellijay	Gilmer County Airport	49A	Yes	2008	No	
Fitzgerald	Fitzgerald Municipal Airport	FZG	Yes	2005	No	
Folkston	Davis Field Airport	3J6	Yes	1978	No	
Gainesville	Lee Gilmer Memorial Airport	GVL	Yes	2017	No	
Greensboro	Greene County Regional Airport	3J7	Yes	2008	No	
Griffin	Griffin-Spalding County Airport	6A2	No		No	
Hampton	Henry County Airport	HMP	Yes	2013	No	
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	Yes	2012	No	
Hazlehurst	Hazlehurst Airport	AZE	Yes	2010	No	
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	Yes	2013	Yes	2015

TABLE 2-15: AIRPORT LAYOUT PLAN AND WILDLIFE MANAGEMENT PLAN

City	Airport Name	FAA ID	Approved ALP	Date	Approved Wildlife Management Plan	Date
Homerville	Homerville Airport	HOE	Yes	2012	No	
Jasper	Pickens County Airport	JZP	Yes	2015	No	
Jefferson	Jackson County Airport	JCA	Yes	2016	No	
Jekyll Island	Jekyll Island Airport	09J	Yes	2012	No	
Jesup	Jesup-Wayne County Airport	JES	Yes	2000	No	
LaFayette	Barwick LaFayette Airport	9A5	Yes	2014	Yes	2016
LaGrange	Lagrange-Callaway Airport	LGC	Yes	2016	No	
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Yes	2009	No	
Louisville	Louisville Municipal Airport	2J3	Yes	2016	No	
Macon	Macon Downtown Airport	MAC	Yes	2013	No	
Madison	Madison Municipal Airport	52A	Yes	2007	No	
Mc Rae	Telfair-Wheeler Airport	MQW	Yes	2010	No	
Metter	Metter Municipal Airport	MHP	Yes	1976	No	
Milledgeville	Baldwin County Airport	MLJ	Yes	2000	Yes	
Millen	Millen Airport	2J5	Yes	2010	No	
Monroe	Monroe-Walton County Airport	D73	Yes	2016	No	
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	Yes	2006	No	
Moultrie	Moultrie Municipal Airport	MGR	Yes	2014	No	
Moultrie	Spence Airport	MUL	Yes	1977	No	
Nahunta	Brantley County Airport	4J1	Yes	2003	No	
Nashville	Berrien County Airport	4J2	Yes	2011	No	
Perry	Perry-Houston County Airport	PXE	Yes	2005	No	
Pine Mountain	Harris County Airport	PIM	Yes	2014	No	
Quitman	Quitman Brooks County Airport	4J5	Yes	2001	No	
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Yes	2004	No	
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Yes	2007	No	
St Marys	St Marys Airport	4J6	Yes	2001	No	
Sandersville	Kaolin Field Airport	OKZ	Yes	2016	No	
Soperton	Treutlen County Airport	4J8	No		No	
Statesboro	Statesboro-Bulloch County Airport	TBR	Yes	2008	No	
Swainsboro	East Georgia Regional Airport	SBO	Yes	2016	No	
Sylvania	Plantation Airpark	JYL	Yes	2011	No	
Sylvester	Sylvester Airport	SYV	Yes	2013	No	
Thomaston	Thomaston-Upson County Airport	OPN	Yes	2016	No	
Thomasville	Thomasville Regional Airport	TVI	Yes	2014	No	
Thomson	Thomson-McDuffie Regional Airport	HQU	Yes	2016	No	

TABLE 2-15: AIRPORT LAYOUT PLAN AND WILDLIFE MANAGEMENT PLAN

City	Airport Name	FAA ID	Approved ALP	Date	Approved Wildlife Management Plan	Date
Tifton	Henry Tift Myers Airport	TMA	Yes	2010	No	
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	Yes	2008	No	
Vidalia	Vidalia Regional Airport	VDI	Yes	2003	No	
Warm Springs	Roosevelt Memorial Airport	5A9	Yes	2015	No	
Washington	Washington-Wilkes County Airport	IIY	Yes	2015	Yes	2016
Waycross	Waycross-Ware County Airport	AYS	Yes	2004	No	
Waynesboro	Burke County Airport	BXG	Yes	1978	No	
Winder	Barrow County Airport	WDR	Yes	2017	No	
Wrens	Wrens Memorial Airport	65J	Yes	2005	No	

Source: GDOT, Georgia airports

2.8.2 Summary

Information presented in this chapter is essential to subsequent steps in the system planning process. In following chapters of this document, various system performance measures and benchmarks as well as facility and service objectives are used to evaluate the current performance for Georgia's airport system and individual study airports. Information gathered as part of the inventory effort helps the GDOT better understand how current airport system performance and airport performance may need to be enhanced in the future.

3. FORECASTS

This chapter discusses methodologies used to project aviation demand for system airports. Forecasts developed in the Georgia Statewide Aviation System Plan (GSASP) provide a framework to guide analysis for future system development. It should be recognized that there are always short- and long-term fluctuations in demand projections due to a variety of factors that cannot always be anticipated.

Projections of aviation activity for the state were prepared for the near-term (2020), mid-term (2025), and long-term (2035) time frames. These projections assume that system airports will be able to develop the various facilities necessary to accommodate future based aircraft, enplanements, and annual operations.

Projections of aviation demand developed for the system airports are documented in the following sections:

- Industry Trends and Issues That May Impact Future Aviation Growth
- Historic and Current Aviation Activity in Georgia
- Socioeconomic Trends That May Impact Future Aviation Growth
- Projections of Aviation Demand
  - Commercial Service Enplanements and Operations
  - Based Aircraft
  - General Aviation Aircraft Operations

3.1 Industry Trends and Issues That May Impact Future Aviation Growth

3.1.1 Commercial Service Industry Trends

While Georgia's future commercial air travel demand will be primarily driven by local demand, it will also be influenced by industry trends and carrier decisions. The following trends have and will continue to have the potential to impact scheduled commercial air service in the state.

Airline rightsizing and capacity discipline. In response to the recession of 2007-2009, airline management focused on profitability by cutting unprofitable and redundant flying and minimizing the number of empty seats. Overall, commercial service operations and domestic seat capacity at all US airports declined in that time frame. In addition, many of the mainline/network carriers no longer operate the smaller commercial aircraft needed to cost-effectively serve communities with more limited demand. Mainline/network carriers have transitioned routes they once served to regional partners who, for now, continue to operate aircraft with smaller seating capacities.

US airlines have been profitable over the last several years, and service and passengers have increased. However, their conservative strategy in airline capacity planning remains.

In the near term, there will likely be a "limited growth" environment for the airlines in terms of seat capacity. While some carriers may try to grow market share by keeping some of their older equipment in service, high fuel costs will reinforce stated airline intentions to retire older equipment. Most airlines will remain capacity disciplined. Longer term, the environment should improve somewhat as airlines continue to add aircraft in the 70- to 100-seat range. Many new aircraft will be delivered over the next several years; these new planes will modernize the existing commercial airline fleet.

Airline consolidation and restructuring. Airline consolidation in the last decade, including the mergers of American and US Airways, Delta and Northwest, and United and Continental, has left the United States with

just four mainline/network carriers (including Alaska). Consolidation, as well as a focus on yield improvement, led to capacity rationalization (fewer departing seats). It is anticipated that the remaining consolidated carriers will continue to operate based on cost-cutting strategies driven by profit margins.

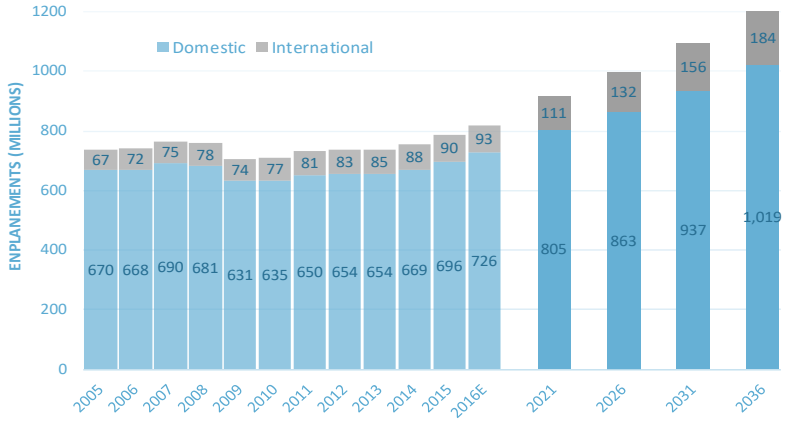
Limited aircraft. The trend in strong growth of the 37- to 50-seat regional jet (RJ) in the 1990s and early 2000s—to replace turboprop aircraft in small markets and supplement narrow-body jet aircraft in larger markets—ended following the spike in jet fuel costs during 2007-2008. It was no longer as economical to fly RJs to provide service to short-haul markets. Operational costs, coupled with the economic recession and curtailed demand, led to the rapid retirement of small RJs throughout all airline networks. However, it is anticipated that the small RJs will continue to have a presence in airline route networks, albeit to a much lesser extent. The migration of network carriers to aircraft with higher seating capacities, in search of lower operating costs, has left many smaller communities with fewer choices in terms of carriers and equipment.

Pilot supply. A nationwide commercial pilot shortage is anticipated to occur in the next several years, potentially impacting commercial airports across the United States. Pilot retirements and fewer pilots coming from the military have reduced the pool of commercial pilots. Further, impediments to becoming a new commercial pilot (including the 1,500-hour rule for flight training to obtain a commercial pilot's license), the financial burden/cost of flight training, and low entry-level salaries for new commercial pilots have depleted the pilot pipeline. Regional carriers (and the airports they serve) will feel the impact first from the pilot shortage, as regional carrier typically hire new pilots who then move up to network carriers. Because of the shortage of pilots for the commercial carriers and other factors, there are a number of industry experts who believe there will be further consolidation in the airline industry. This further consolidation could put some airports that are served only by a single carrier at risk.

Airfares and growth of ancillary revenues. The price for air travel is a significant factor that influences demand. In general, airfares are influenced by airline operating costs and by competitive influences. Nationally, fares saw a downward trend over the last decade, due largely to changes in fuel prices and the "decoupling" of the ticket price with ancillary services such as baggage fees, seat fees, reservation changes, and food and drink purchases. US carriers have posted net profits for five consecutive years, due in part to ancillary revenues.

US enplanements saw an uptick in 2015 and 2016 due in part to the sharp decline in oil over the last two years that put downward pressure on average air fares. **Figure 3-1** presents the FAA's 20-year projection of passengers on US carriers. The FAA *Aerospace Forecast, Fiscal Years 2017-2037* anticipates that US airline enplanements will grow 1.9 percent per year on average through the forecast period.

FIGURE 3-1: HISTORIC AND PROJECTED ENPLANEMENTS ON US CARRIERS



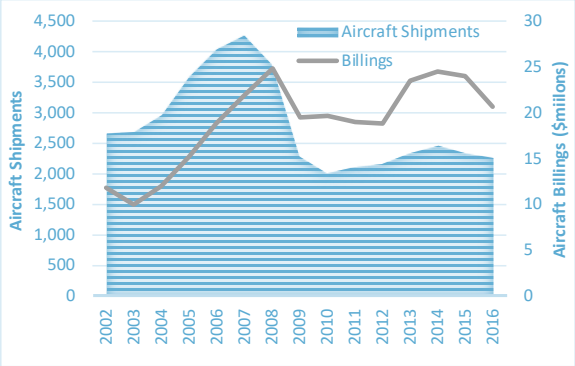
Source: FAA Aerospace Forecasts, Fiscal Years 2017-2037

3.1.2 General Aviation Industry Trends

At the national level, fluctuating trends regarding general aviation usage and economic upturns/downturns have impacted general aviation demand. Slow economic recovery and economic uncertainties have and will continue to impact general aviation demand over the next several years. Some of the national trends that will impact aviation demand at Georgia airports are shown and discussed in this section.

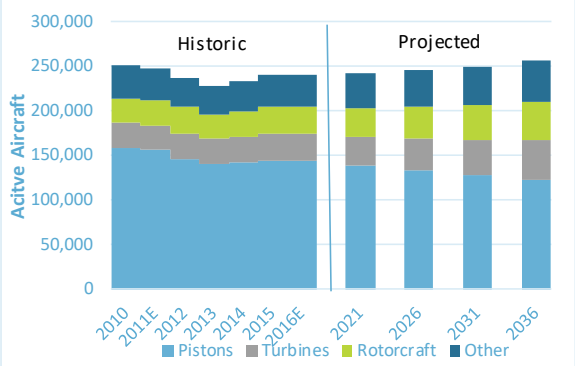
Figure 3-2 presents recent and projected trends in general aviation aircraft orders, active aircraft fleet, and operations.

FIGURE 3-2: GENERAL AVIATION TRENDS



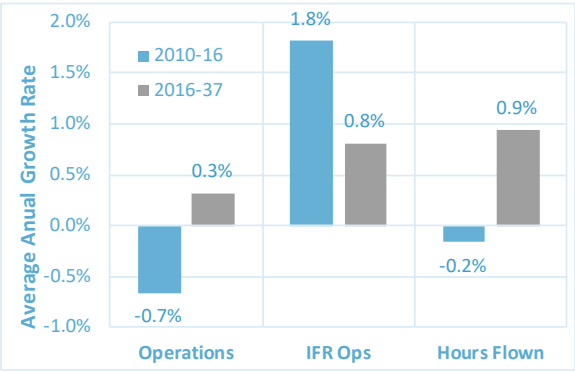
Slow Recovery of General Aviation Aircraft Shipments and Billings*

- Number of units produced fell beginning in 2007 due to economic downturn and escalating fuel prices.
- 2010-2014, production and billings started to show modest improvement, but has again slowed in the last two years.
- Cost trend line is driven by higher percentage of turboprop and jet aircraft purchased to support business travel since 2007.



Stable National Growth in Active Fleet Over the Next 20 Years**

1. 2010-2016 Average Annual Growth (AAG): 1.0% decline in total aircraft, driven by 1.7% in single-engine and multi-engine pistons.
2. Projected growth in jets and turboprops offsets low-end declines.
3. 2016-2037 AAGs:
   - Total aircraft: 0.1%
   - Single engine: -0.9%
   - Multi-engine: -0.5%
   - Jet: 2.3%
   - Rotorcraft: 1.6%
   - Experimental: 1.0%



Slightly Higher Growth Projected for General Aviation Activity**

1. General aviation operations to grow 0.3% per year despite recent declines.
2. General aviation instrument flight rules (IFR) operations to increase 0.8% per year.
3. Hours flown by general aviation aircraft projected to increase 0.9% per year.
4. Growth in turbine, rotorcraft, and experimental operations and hours expected to offset a decline in fixed wing piston hours and activity.

Sources: * 2016 General Aviation Statistical Databook and Industry Outlook; ** FAA Aerospace Forecasts, Fiscal Year 2017-2037

Table 3-1 summarizes the trends shown in **Figure 3-2**, showing that while there are opportunities for general aviation growth in the Georgia system, there are also threats to general aviation growth. National trends have impacted Georgia in the past and will continue to impact future growth. National trends have been taken into consideration during the development of demand projections presented later in this chapter.

TABLE 3-1: NATIONAL TRENDS INFLUENCING GENERAL AVIATION GROWTH

Opportunities	Threats
Increased Delivery of Several Aircraft Types 2017-2037 (FAA): Industry trends show that the delivery of some types of GA aircraft is increasing. – Turbo Jet: 3.0% Compound Annual Growth Rate (CAGR) – Rotorcraft: 2.6% CAGR – Turboprop: 1.6% CAGR	**Decline in Single-Engine Piston Fleet (FAA):** The single engine piston fleet makes up the largest percentage of GA fleet. FAA projects contraction of this portion of the fleet at a rate of -0.9% over the next 20 years. – 2005: 148,101 – 2016: 126,820 – 2037 Projected: 105,350 CAGR: 2005-2016: -1.4%; 2016-2037: -0.9%
Growth in Light Sport and Experimental Aircraft (FAA): Because of lower entry and operating costs, industry growth is also projected for light sport and experimental aircraft. – Light Sport: 4.1% CAGR – Experimental Aircraft: 1.5% CAGR	**Decline in Active Private Pilots (FAA)** The number of active private pilots in the US is decreasing due to new medical requirements for certification and the cost to fly. – 2000: 605,700 – 2016: 584,400 CAGR 2005-2016: -0.3%, 2016-2037: 0.1%
Increase in Business Flying: Business use of general aviation aircraft as a tool to increase efficiency and productivity also continues to grow. – Efficiency tool – More consistent activity – Purchase more fuel – Higher revenue generators for airports	**Decline in Annual GA Operations at Towered Airports (FAA):** GA operations at all towered airports in the US decreased -2.6% per year between 2005 and 2016. – 2005: 34.1 million – 2016: 25.5 million – 2037 Projected: 27.3 million – CAGR 2005-2016: -2.6%; 2016-2037: 0.3%
Reduction in Cities with Scheduled Airline Service and Increased Reliance on GA Travel: As airlines continue to consolidate and to reduce or eliminate scheduled service to smaller markets, there is an opportunity for flights on general aviation aircraft to backfill this void.	**Phase Out of 100 LL Fuel to Non-Leaded Fuel:** Plans to replace 100LL fuel with a non-leaded aviation fuel will result in further reduction in the piston GA fleet.
Some Recovery in GA Shipments and Billings (GAMA): Aircraft shipments and billings have seen small increases over the last six years. – Shipments: 2010: 2,024 2016: 2,262 – Billings: 2010: $19.7M 2016: $20.7M	**Increase in Cost of New GA Aircraft (aircraft manufacturers):** The cost to purchase a new single-engine piston plane has increased significantly. – Piper Seneca: $650,000 (2006) $1 million (2014) – Cessna 172 Skyhawk: $300,000 (2005) $400,000 (2017)

Sources: *FAA Aerospace Forecast Fiscal Years 2017-2037*, GAMA's 2016 *General Aviation Statistical Databook and Industry Outlook*

3.2 Historic and Current Aviation Activity in Georgia

Historic activity data for Georgia airports provides a baseline from which future activity can sometimes be projected. While historical trends are not always reflective of future periods, historical data does provide insight into how aviation-related trends may be tied to future growth. This section discusses how aviation activity has changed in Georgia since the 2002 GSASP. Commercial service and general aviation activity over the last decade was greatly impacted by the 2007-2009 US economic downturn, resulting in slower aviation growth in subsequent years.

3.2.1 Commercial Air Service Trends in Georgia

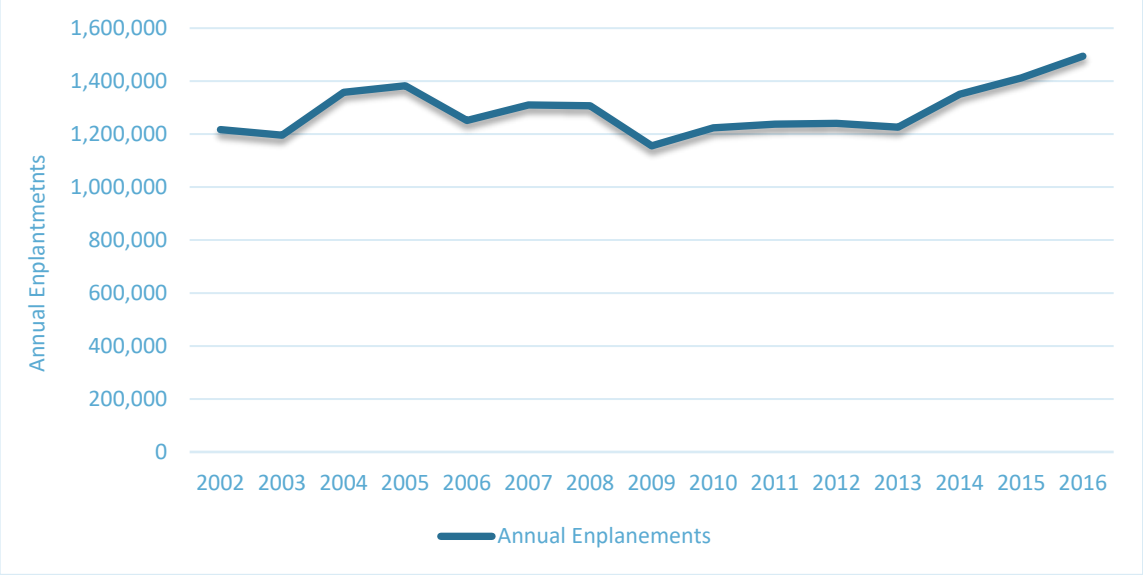
Aviation demand projections for Atlanta-Hartsfield International Airport (Atlanta or ATL) were not developed in this study. Georgia has seven other commercial airports with scheduled airline service, including:

- Southwest Georgia Regional Airport (Albany or ABY)
- Augusta Regional Airport (Augusta or AGS)
- Brunswick-Golden Isles Airport (Brunswick or BQK)
- Columbus Airport (Columbus or CSG)
- Middle Georgia Regional Airport (Macon or MCN)
- Savannah/Hilton Head International Airport (Savannah or SAV)
- Valdosta Regional Airport (Valdosta or VLD)

Collectively, these airports served approximately 1.5 million enplanements in 2016. Most of these enplanements (71 percent) occurred at Savannah/Hilton Head International Airport. One Georgia airport, Middle Georgia Regional Airport in Macon, is part of the US DOT's Essential Air Service (EAS) program. Athens-Ben Epps Airport had scheduled airline service when the previous GSASP was completed in 2002, but lost service in 2014. The Athens community is actively working to regain commercial air service.

As shown in **Figure 3-3**, enplanements at Georgia's commercial service airports (excluding ATL) grew at an average annual rate of 1.4 percent between 2002 and 2016. After a decade of declining or flat passenger and service levels between 2005 and 2013, passengers started growing in 2014 and peaked 2016 at 1.53 million.

FIGURE 3-3: HISTORIC ENPLANEMENTS (2002-2016), GEORGIA COMMERCIAL AIRPORTS, EXCLUDING ATL



Sources: Airport management records, *FAA, Official Airline Guide*

The airlines have not added much capacity (monthly departing seats) since cuts in seat capacity that began in 2006. Carriers have been more profitable since the end of the 2007-2009 economic recession because they reduced seat capacity to better match passenger demand. Fewer empty seats resulted in greater airline profitability.

Between January 2002 and January 2007, the number of average daily departures and departing seats declined 34 percent and 23 percent, respectively[1]. As shown in **Table 3-2**, average seats per flight have grown from 65.6 in 2002 to 76.5. While the number of non-stop destinations served from Georgia commercial airports has increased, the number of carriers dropped from seven to five. This decline was due to the major airline mergers over the last 10 years.

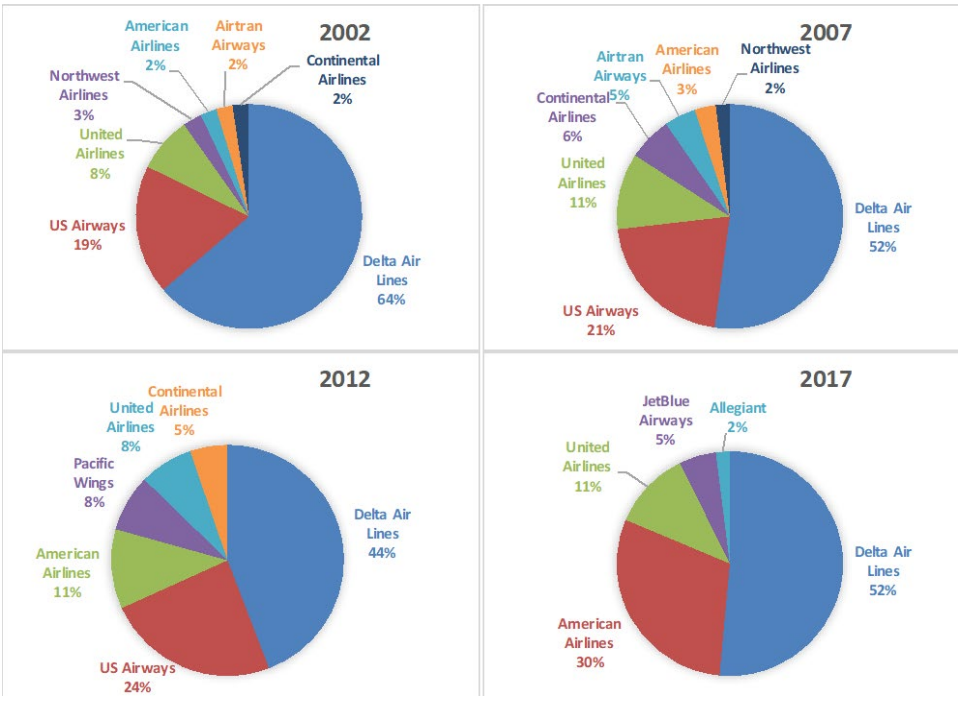
TABLE 3-2: GEORGIA AIR SERVICE SUMMARY (MONTH OF JANUARY 2002-2017), EXCLUDING ATL

	2002	2007	2012	2017
Average Daily Flight Departures	88.1	68.2	70.2	58.5
Average Daily Departing Seats	5,783.0	4,770.8	4,348.5	4,476.5
Average Seats/Flight	65.6	70.0	61.9	76.5
Number of Carriers	7	7	6	5
Number of Destinations	11	12	12	14

Source: *FAA, Official Airline Guide*

Figure 3-4 presents the carrier share of monthly departing flights from all Georgia commercial airports (excluding ATL) for 2002, 2007, 2012, and 2017. As shown, the carrier mix in the state shifted with the mergers of Delta and Northwest (2010), United and Continental (2012), and US Airways and American (2015). Atlanta-based Delta has had the largest share of flights over the last 15 years, albeit at fluctuating levels. JetBlue and Allegiant entered the market in the last five years.

FIGURE 3-4: CARRIER SHARES OF GEORGIA DEPARTING FLIGHTS (MONTH OF JANUARY), EXCLUDING ATL



Source: *FAA, Official Airline Guide*

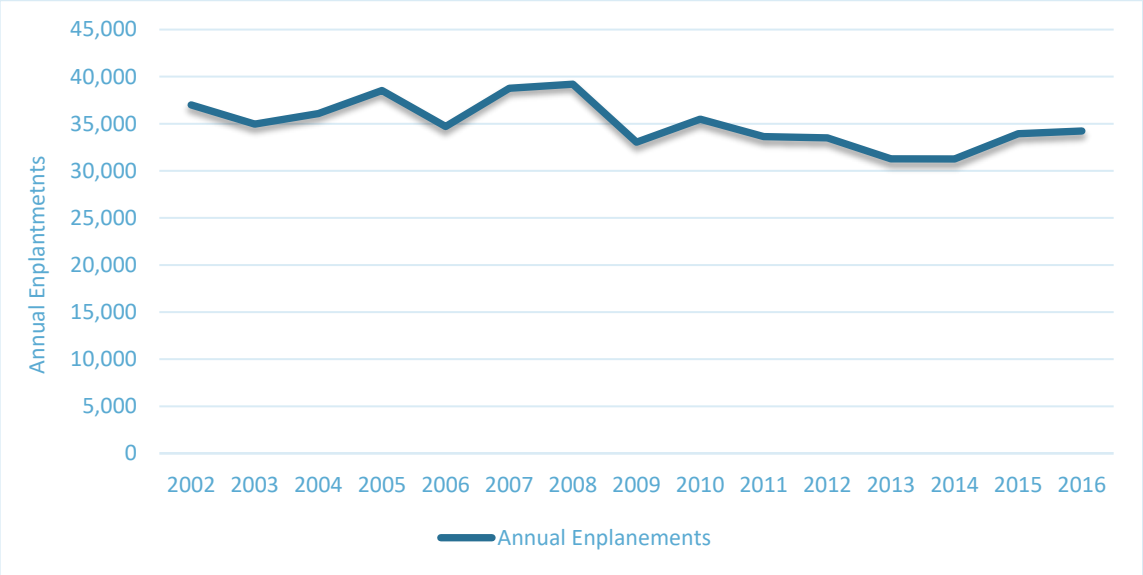
[1] The month of January data was used as it was the most recent data available as of the preparation of this chapter. Although some additional seasonal service does occur at Savannah/Hilton Head International Airport in the summer months, it does not change the overall trends depicted in this analysis.

The following summaries are of the historic activity and passengers at each Georgia commercial airport.

Southwest Georgia Regional Airport (Albany or ABY)

As shown in **Figure 3-5**, between 2002 and 2016 (most recent data available at the time this report was prepared), enplaned passengers at ABY have declined slightly, down 0.6 percent per year on average. After peaking at 39,200 in 2008, enplanements began to dip in 2009, coinciding with a drop-in service from four average daily departures to three. Enplanements were up 8.6 percent in 2015 from 2014 levels and remained flat in 2016.

FIGURE 3-5: ABY HISTORIC ENPLANEMENTS (2002-2016)



Source: *FAA, Official Airline Guide*

Historic service at Southwest Georgia Regional Airport is presented in **Table 3-3**. Delta's regional partners Atlantic Southeast (ASA) and ExpressJet have served Southwest Georgia Regional Airport over the last 15 years with nonstop service to Atlanta using 50-seat regional jets. In 2009, Delta dropped one daily flight. Service has remained relatively unchanged since 2009.

TABLE 3-3: ABY AIR SERVICE SUMMARY (MONTH OF JANUARY 2002-2017)

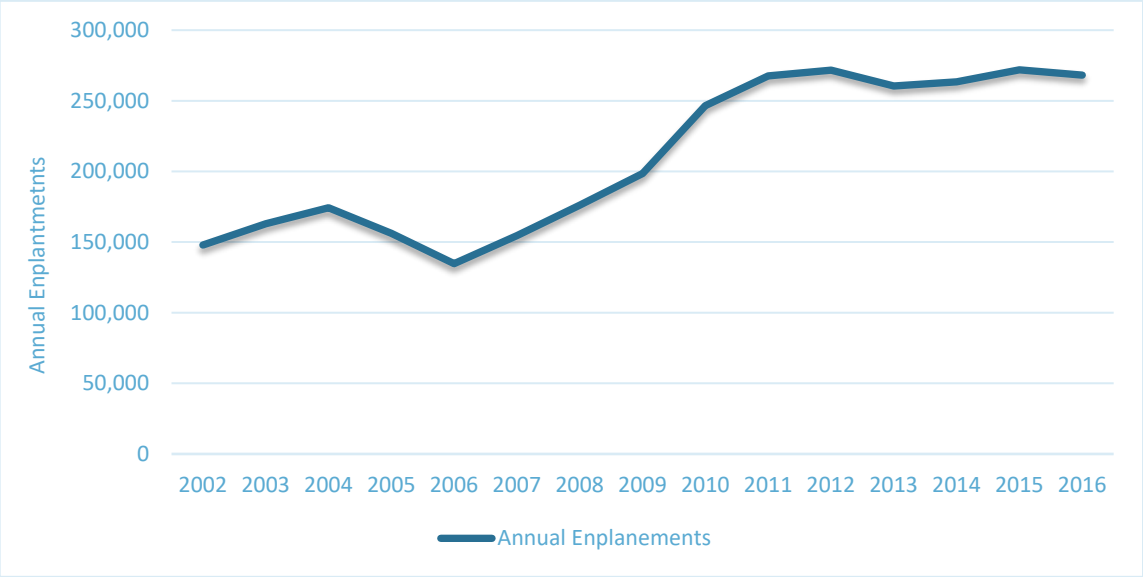
	2002	2007	2012	2017
Average Daily Flight Departures	4.1	3.6	2.8	2.7
Average Daily Departing Seats	204.0	180.0	141.7	136.7
Average Seats/Flight	49.4	50.0	50.0	50.0
Nonstop Destination:	Carrier			
– Atlanta-Hartsfield International	Delta Connection	Delta Connection	Delta Connection	Delta Connection

Source: *FAA, Official Airline Guide*
Legend: Delta Connection (Atlantic Southeast 2002, 2007, 2012, and ExpressJet 2017)

Augusta Regional Airport (Augusta or AGS)

AGS experienced enplanement growth between 2002 and 2016, up 4.3 percent per year on average. Although enplanements have been relatively flat since 2012, they peaked in 2015, reaching 271,915 (**Figure 3-6**).

FIGURE 3-6: AGS HISTORIC ENPLANEMENTS (2002-2016)



Source: *FAA, Official Airline Guide*

The service offered at Augusta has changed over the last 15 years (**Table 3-4**). In January 2002, 15 daily flights were offered to Delta's hub in Atlanta and US Airways' hub in Charlotte. By 2006, Delta had dropped from 10 daily departures down to six. American Eagle entered the market in 2011, offering nonstop service to Dallas/Fort Worth International Airport (DFW), but pulled out just one year later. The American and US Airways merger was completed in 2015 and American Eagle took over the service between Augusta and Charlotte. In 2016, Delta added mainline jet service to supplement regional jet service to Atlanta. Table 3-3 presents the increase in aircraft size used to serve Augusta. In 2002, the average number of seats per flights was 48.6. By 2017, the average seats per flight was 64.2.

TABLE 3-4: AGS AIR SERVICE SUMMARY (MONTH OF JANUARY 2002-2017)

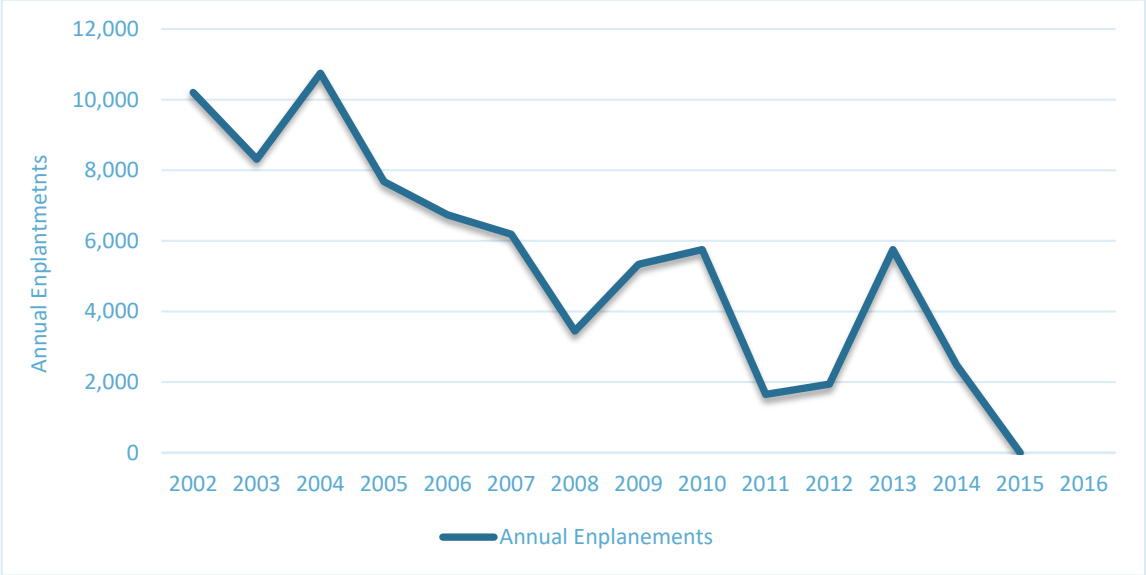
	2002	2007	2012	2017
Average Daily Flight Departures	15.1	11.3	16.9	12.5
Average Daily Departing Seats	733.6	561.9	913.8	804.1
Average Seats/Flight	48.6	49.6	54.0	64.2
Nonstop Destinations:	Carriers			
– Atlanta-Hartsfield International	Delta Connection	Delta Connection	Delta Connection	Delta Connection, Delta
– Charlotte Douglas International	US Airways Express	US Airways Express	US Airways Express	American Eagle
– Dallas/Fort Worth International			American Eagle	

Source: *FAA, Official Airline Guide*
Legend: Delta Connection = Atlantic Southeast, ExpressJet; American Eagle: 2012 American Eagle, 2017 Piedmont, Air Wisconsin, PSA

Athens-Ben Epps Airport (Athens or AHN)

Athens-Ben Epps Airport experienced declining enplanements over the last decade, as shown in **Figure 3-7**. AHN had been part of the US DOT's EAS program since airline deregulation. However, after struggling to get passengers to use local service, the US DOT determined in 2014 that Athens was no longer eligible for the subsidy because fewer than 10 passengers boarded planes per day on average. Enplanements peaked in 2004 with 10,750 annually. The last scheduled service flight to Athens was on September 30, 2014.

FIGURE 3-7: AHN HISTORIC ENPLANEMENTS (2002-2016)



Source: *FAA, Official Airline Guide*

AHN's historic scheduled airline service is summarized in **Table 3-5**. Until May 2008, Athens was served by twice-daily flights to Charlotte on Air Midwest operating as US Airways Express. GeorgiaSkies took over the airport's EAS contract and began providing service to Atlanta on nine-seat Cessna 208 Grand Caravan aircraft. This airline was plagued by mechanical problems and cancellations, and enplanements fell. SeaPort Airlines took over AHN's scheduled service between 2012 and 2014 with flights to Nashville; however, enplanements remained low. As previously mentioned, US DOT issued a determination in 2014 that AHN was no longer eligible for the EAS subsidy due to low enplanements and high subsidy levels.

TABLE 3-5: AHN AIR SERVICE SUMMARY (MONTH OF JANUARY 2002-2017)

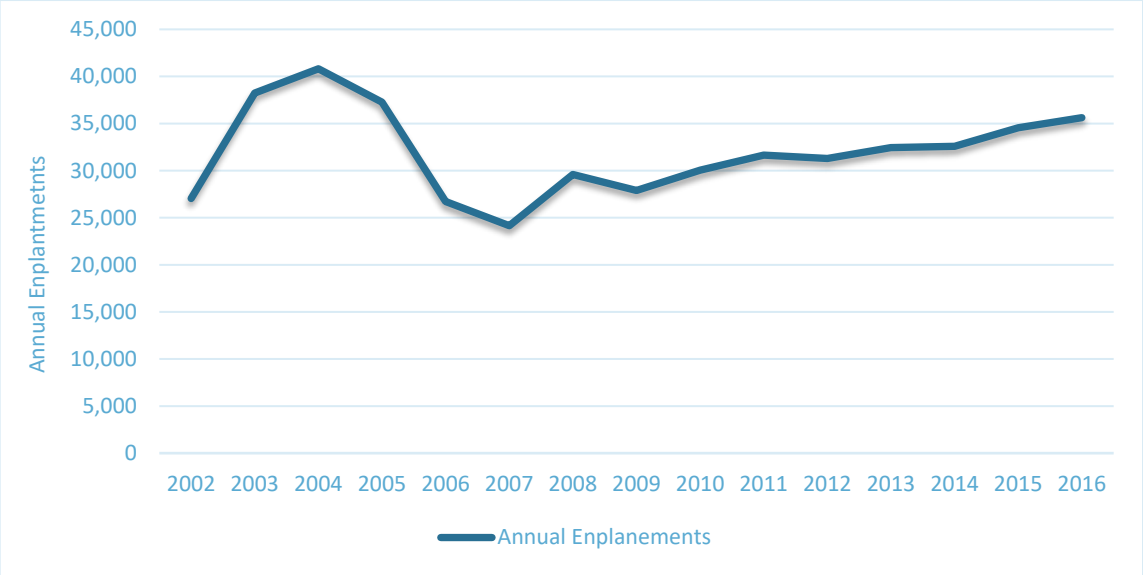
	2002	2007	2012	2017
Average Daily Flight Departures	2.7	1.9	1.8	0.0
Average Daily Departing Seats	50.7	36.7	15.9	0.0
Average Seats/Flight	19.0	19.0	9.0	0.0
Nonstop Destinations:	Carriers			
– Atlanta-Hartsfield International			GeorgiaSkies	
– Charlotte Douglas International	US Airways Express	US Airways Express		

Source: *FAA, Official Airline Guide*
Legend: US Airways Express = CC Air, Air Midwest; GeorgiaSkies = Pacific Wings

Brunswick-Golden Isles Airport (Brunswick or BQK)

As shown in **Figure 3-8**, enplanements at Brunswick-Golden Isles Airport peaked in 2004 at 40,814. After declining enplanements between 2004 and 2007, the airport has experienced a gradual increase. Between 2007 and 2016 passengers grew at an average annual rate of 4.4 percent, significantly above the national average.

FIGURE 3-8: BQK HISTORIC ENPLANEMENTS (2002-2016)



Source: *FAA, Official Airline Guide*

Delta's regional partners provided nonstop service between Brunswick and Atlanta between 2002 and 2017 (**Table 3-6**). Delta transitioned from the 30-seat Brasilia to the 50-seat regional jets in 2002. In 2006, Delta dropped a daily flight, decreasing from four daily departures to three, on average. Scheduled airline service at Brunswick has remained relatively unchanged since 2007.

TABLE 3-6: BQK SERVICE SUMMARY (MONTH OF JANUARY 2002-2017)

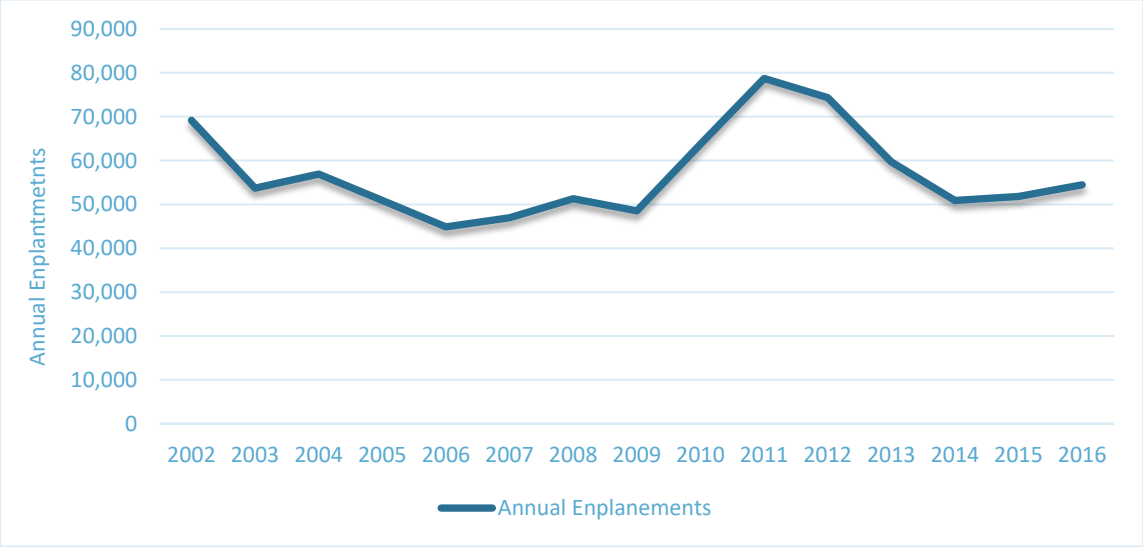
	2002	2007	2012	2017
Average Daily Flight Departures	3.9	2.7	2.6	2.8
Average Daily Departing Seats	118.0	135.0	128.3	138.3
Average Seats/Flight	30.0	50.0	50.0	50.0
Nonstop Destination:	Carrier			
– Atlanta-Hartsfield International	Delta Connection	Delta Connection	Delta Connection	Delta Connection

Source: *FAA, Official Airline Guide*
Legend: Delta Connection = Atlantic Southeast 2002, 2007, 2012 and ExpressJet 2017

Columbus Airport (Columbus or CSG)

Enplanements at Columbus fluctuated between 2002 and 2016. In 2002, 69,200 passengers enplaned flights at CSG. Following drops in service, enplanements followed suit, falling to 48,500 by 2009. American Airlines added service in 2010 which led to a jump in enplanements, but American exited the market by 2013 due to declining demand. With one carrier in the market in 2014, annual enplanements remained around the 50,000 passenger mark, as shown in **Figure 3-9**.

FIGURE 3-9: CSG HISTORIC ENPLANEMENTS (2002-2016)



Source: *FAA, Official Airline Guide*

A summary of the scheduled airline service at Columbus over the last 15 years is presented in **Table 3-7**. In January 2017, CSG had 75 percent fewer departing flights and seats than it had in 2002. In 2002, Delta offered seven daily departures to Atlanta, and US Airways Express offered three flights per day to Charlotte. US Airways exited the market in 2003, and Delta dropped the number of daily departures to four by 2006. American Eagle entered the market in 2010, providing two additional flights to DFW. However, the service could not be sustained, and Delta was once again the only carrier in the market by 2014. Delta dropped one more flight in 2014 and offered just 2.6 average daily scheduled departures from Columbus in January 2017.

TABLE 3-7: CSG AIR SERVICE SUMMARY (MONTH OF JANUARY 2002-2017)

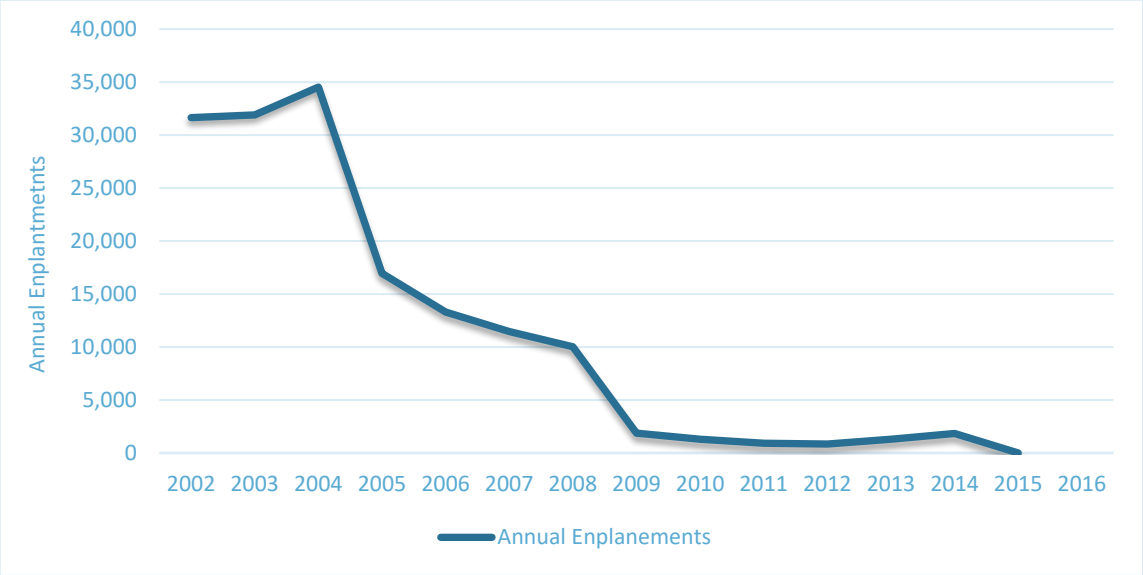
	2002	2007	2012	2017
Average Daily Flight Departures	10.1	3.8	5.6	2.6
Average Daily Departing Seats	508.3	250.8	261.4	131.7
Average Seats/Flight	50.3	66.0	46.7	50.0
Nonstop Destinations:	Carriers			
– Atlanta-Hartsfield International	Delta Connection	Delta Connection	Delta Connection	Delta Connection
– Charlotte Douglas International	US Airways Express			
– Dallas/Fort Worth International			American Eagle	

Source: *FAA, Official Airline Guide*
Legend: Delta Connection = Atlantic Southeast 2002, 2007, 2012 and ExpressJet 2017, US Airways Express = Piedmont

Middle Georgia Regional Airport (Macon or MCN)

As shown in **Figure 3-10**, Middle Georgia Regional Airport experienced a large decline in enplanements. Enplanements at this airport peaked in 2004 at 34,500. Delta regional partner Atlantic Southeast Airlines (ASA) served the market until the end of 2008. ASA dropped daily departures between 2002 and 2008 from seven to three before it terminated service toward the end of 2008. By this time, annual enplanements had dropped to just over 10,000. Enplanements on GeorgiaSkies (2008-2013) and Silver Airways (2013-2014) continued to spiral downward and were under 1,500 each year. Silver Airways pulled out of the market at the end of 2014, leaving Macon without air service.

FIGURE 3-10: MCN HISTORIC ENPLANEMENTS (2002-2016)



Source: *FAA, Official Airline Guide*

As shown in **Table 3-8**, service at MCN has changed drastically over the last 15 years. Service by ASA dropped from seven daily flights and 265 daily departing seats in January 2002 to three daily flights and 134 departing seats when ASA left the market 2008. GeorgiaSkies began subsidized EAS in 2008, offering service on the nine-seat Cessna 208 Grand Caravan. The service was plagued by issues with gate usage in Atlanta and cancellations. Silver Airways, using a 34-seat Saab, replaced GeorgiaSkies with service to Atlanta in 2013, but the carrier's reliability and schedule limited its success, and the carrier pulled out of the Macon market after just nine months of service. After several years without scheduled commercial airline service, Contour Airways began flights between Macon and Baltimore-Washington International Airport (BWI) on August 18, 2017. Contour receives a $4.7 million annual subsidy to support 12 weekly flights between the two markets on 37-seat ERJ-135 jet aircraft. Standard airfares on the route range from $69-$199 each way.

TABLE 3-8: MCN AIR SERVICE SUMMARY (MONTH OF JANUARY 2002, 2007, 2012 AND AUGUST 2017)

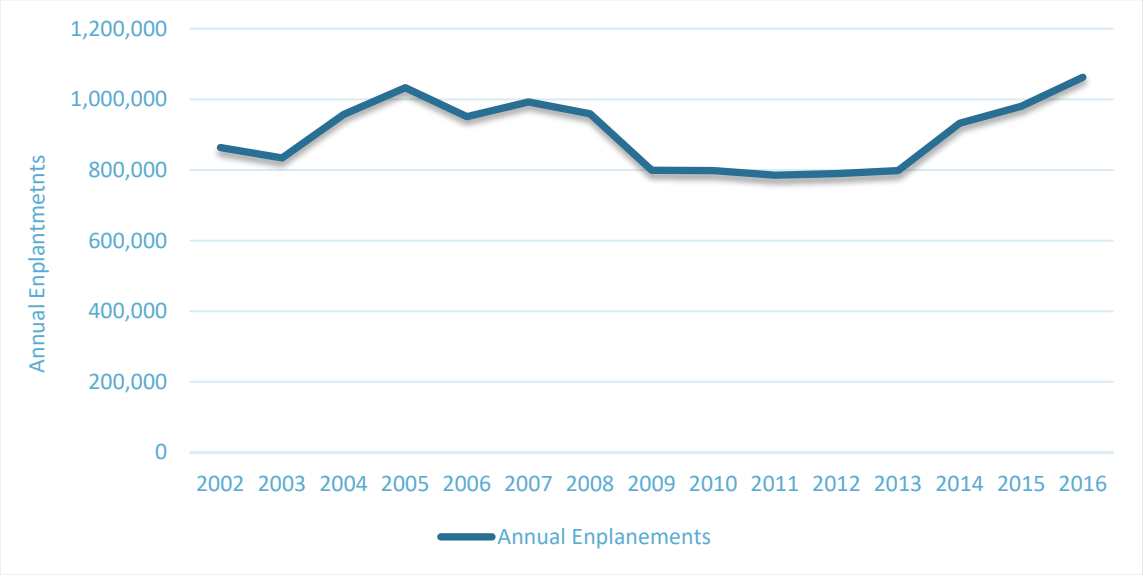
	2002	2007	2012	2017[1]
Average Daily Flight Departures	7.0	3.1	3.8	1.7
Average Daily Departing Seats	264.6	173.3	34.5	63.4
Average Seats/Flight	37.6	55.9	9.0	37.0
Nonstop Destination:	Carriers			
– Atlanta-Hartsfield International	Delta Connection	Delta Connection	GeorgiaSkies	Contour Airlines

Source: *FAA, Official Airline Guide*
Note: [1] Contour Airlines began new service from MCN to Baltimore-Washington International in August 2017.
Legend: Delta Connection = Atlantic Southeast; GeorgiaSkies = Pacific Wings

Savannah/Hilton Head International Airport (Savannah or SAV)

Enplanements at Savannah/Hilton Head International Airport have fluctuated since 2002, as graphed in **Figure 3-11**. On average, enplanements grew at 1.5 percent per year between 2002 and 2016. Due to airline mergers over the last decade, including the AirTran/Southwest merger and the economic downturn, annual enplanements dropped from 1 million in 2005 to 800,000 through 2013. JetBlue entered the Savannah market in 2014 and enplanements grew again, reaching 980,000 in 2015 and topping 1 million again in 2016.

FIGURE 3-11: SAV HISTORIC ENPLANEMENTS (2002-2016)



Source: *FAA, Official Airline Guide*

Table 3-9 presents a historic service summary for SAV. In January 2002, the airport had 39 average daily departures on seven carriers to 10 destinations. AirTran exited the market in October 2008, leaving the airport with no low-cost carrier. The mergers of Northwest and Delta, Continental and United, and US Airways and American left fewer carriers at the airport. SAV also experienced many changes in service levels to various destinations including Detroit, Cincinnati, Philadelphia, and Washington, DC. Low-fare carrier JetBlue entered the Savannah market in 2014 providing service to Boston and New York-JFK. In 2016, Allegiant entered the market as well. Although just five carriers served Savannah in January 2017, the airport had an average of 35 daily departures.

TABLE 3-9: SAV AIR SERVICE SUMMARY (MONTH OF JANUARY 2002-2017)

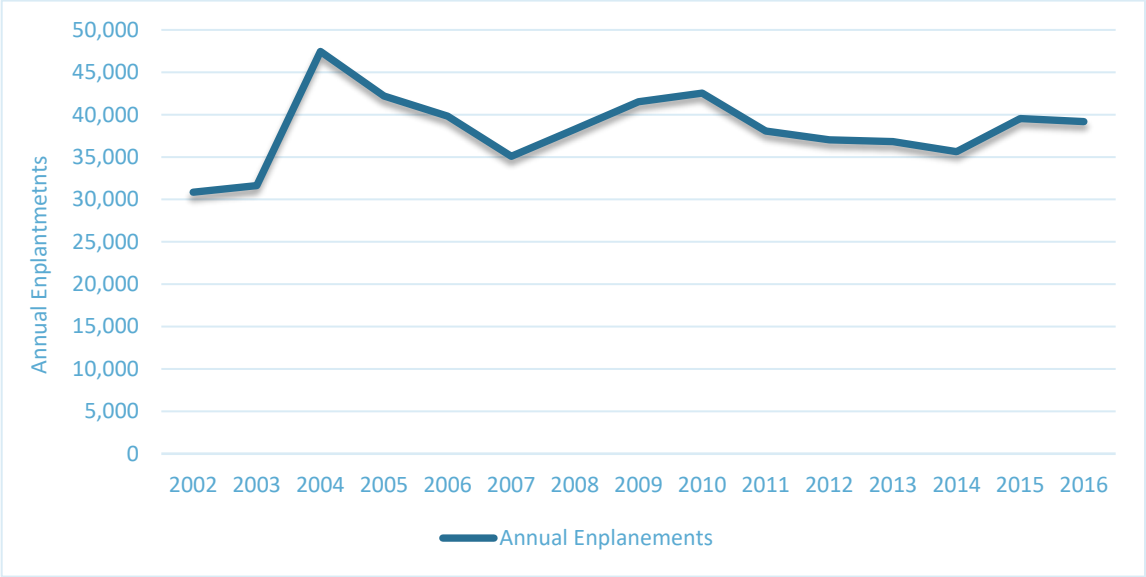
	2002	2007	2012	2017
Average Daily Flight Departures	39.3	38.9	33.8	34.8
Average Daily Departing Seats	3,728.8	3,277.0	2,709.6	3,113.9
Average Seats/Flight	94.8	84.3	80.1	89.4
Number of Carriers	7	7	6	5
Number of Destinations	10	12	12	14
Nonstop Destinations:	Carriers			
– Atlanta-Hartsfield International	AirTran, Delta	AirTran, Delta	Delta	Delta, Delta Connection
– LaGuardia	Delta Connection	Delta Connection	Delta Connection	Delta Connection
– Cincinnati/Northern Kentucky International	Delta Connection	Delta Connection		Allegiant
– Detroit Metropolitan Wayne County	Northwest Airlink	Northwest Airlink	Delta Connection	
– Dallas/Fort Worth International	American Eagle, Delta Connection	American Eagle	American Eagle	American Eagle
– O'Hare International	United Express	United Express	United Express	United Express
– Washington Dulles International	United Express	United Express	United Express	United Express
– Newark International	Continental Express	Continental Express	Continental Express	Allegiant, United Express
– George Bush Intercontinental		Continental Express	Continental Express	United Express
– Charlotte Douglas International	US Airways	US Airway Express	US Airway Express	American Eagle
– Philadelphia International	US Airway Express	US Airway Express	US Airway Express	American Eagle
– Washington National		US Airway Express	US Airway Express	American Eagle
– Miami International			American Eagle	
– Boston Logan International				JetBlue
– John F. Kennedy International				Delta Connection, JetBlue
– Baltimore-Washington International				Allegiant

Source: *FAA, Official Airline Guide*

Valdosta Regional Airport (Valdosta or VLD)

As shown in **Figure 3-12**, enplanements at VLD peaked in 2004 at 47,500. In 2004, Delta partner Atlantic Southeast (ASA) added two daily flights. By 2007, enplanements fell to 35,100, coinciding with a drop in scheduled service. Between 2008 and 2016, enplanements remained between 35,000 and 42,000 each year. Overall, between 2002 and 2016, annual enplanements grew at an average annual rate of 1.7 percent.

FIGURE 3-12: VLD HISTORIC ENPLANEMENTS (2002-2016)



Source: *FAA, Official Airline Guide*

As shown in **Table 3-10**, Delta's regional partners, ASA (2002-2012) and ExpressJet (2012-2017), provided nonstop service between Valdosta and Atlanta. Service levels declined from six daily departures on 30-seat aircraft in 2002 to three daily departures on 50-seat regional jet aircraft by 2007. Service levels remained relatively unchanged between January 2007 and January 2017.

TABLE 3-10: VLD AIR SERVICE SUMMARY (MONTH OF JANUARY 2002-2017)

	2002	2007	2012	2017
Average Daily Flight Departures	5.8	2.9	2.9	2.9
Average Daily Departing Seats	175.0	156.1	143.3	143.3
Average Seats/Flight	30.0	54.5	50.0	50.0
Nonstop Destination:	Carriers			
– Atlanta-Hartsfield International	Delta Connection	Delta Connection	Delta Connection	Delta Connection

Source: *FAA, Official Airline Guide*
Legend: Delta Connection = Atlantic Southeast 2002, 2007, 2012 and ExpressJet 2017

3.2.2 General Aviation Trends in Georgia

This section discusses how general aviation activity has changed in Georgia since the 2002 SASP was completed. Over the past 15 years, general aviation has been impacted by events such as 9/11, the 2007-2009 US economic downturn, high aviation fuel costs, and declining numbers of those seeking pilot training.

Based aircraft are aircraft that are permanently stored at an airport. In 2016, 4,852 aircraft were reported based at Georgia's 103 system airports. This is down 6.7 percent from 2001 or -0.5 percent per year on average. This decline mirrors the decline in active general aviation aircraft experienced in the United States over the last decade.

Since the 2002 GSASP, the FAA changed the way airports report based aircraft. Prior to the new program, based aircraft were frequently double counted, i.e. assigned to more than one airport. Subsequently, it is possible

that some of the reported decline of Georgia's based aircraft since the 2002 GSASP is a result of the FAA's new based aircraft counting program.

For this analysis, an operation is defined as either a takeoff or a landing. Current aircraft operational data for this system plan were derived from the airport manager's verification of the FAA's 5010 reports or from data reported by an airport air traffic control tower (ATCT). For non-towered airports, annual operations reported on the Form 5010 are estimates only, they are not verified through actual counts.

Local operations are defined by the FAA as those performed by aircraft that 1) operate in a local traffic pattern or within sight of an airport, 2) depart or arrive to practice landings and takeoffs within a 20-mile radius, or 3) execute an instrument approach. All other operations are considered itinerant. Air taxi operations are itinerant operations that are typically conducted by air charter operators or Part 135 operators. Operators certified under Part 135 of the Federal Aviation Regulations (FAR) conduct business aircraft operations for compensation and must comply with requirements on operations, maintenance, and training.

Annual general aviation operations at Georgia system airports for 2016 were estimated to be 1.51 million. This total includes estimates at non-towered airports and actual air traffic control tower counts. Ten airports in Georgia (excluding ATL) have an aircraft control tower.[2] Since 2001, total operations have declined 33.6 percent overall (-2.7 percent per year on average). At the time of the 2002 GSASP, a total of 2.3 million annual general aviation operations were reported. Since the 2002 GSASP, general aviation operations for the 10 airports with ATCTs have declined 42.7 percent, representing an average annual rate of decline of -3.6 percent.

While general aviation activity has decreased since the 2002 GSASP was prepared, it is possible that some of noted decrease could be from better demand estimates by airport managers at non-towered airports. Airports have done a better job monitoring and tracking activity over the last decade. GDOT also adjusted several airports' operational counts if they appeared to be overstated when compared to statewide and national trends or FAA guidelines.

Table 3-11 presents the change in based aircraft and general aviation operations at each Georgia system airport.

TABLE 3-11: BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS ESTIMATES IN GEORGIA

Associated City	FAA ID	Airport	Based Aircraft				General Aviation Operations		
			2001	2016	Change	CAGR	2001	2016	CAGR
Commercial Airports									
Albany	ABY	Southwest Georgia Regional Airport	52	30	-22	-3.6%	45,253	16,134	-6.6%
Augusta	AGS	Augusta Regional Airport At Bush Field	17	13	-4	-1.8%	43,687	15,124	-6.8%
Athens	AHN	Athens-Ben Epps Airport	118	92	-26	-1.6%	64,623	33,485	-4.3%
Brunswick	BQK	Brunswick-Golden Isles Airport	60	38	-22	-3.0%	20,300	28,000	2.2%
Columbus	CSG	Columbus Airport	137	130	-7	-0.3%	48,322	14,485	-7.7%
Macon	MCN	Middle Georgia Regional Airport	91	97	6	0.4%	27,771	13,677	-4.6%
Savannah	SAV	Savannah/Hilton Head International Airport	106	134	28	1.6%	96,816	55,612	-3.6%

[2] Towered airports in Georgia include Southwest Georgia Regional, Augusta Regional, Athens-Ben Epps, Columbus, Middle Georgia Regional, Savannah/Hilton Head International, Cobb County International, DeKalb-Peachtree, Fulton County, and Gwinnett County.

TABLE 3-11: BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS ESTIMATES IN GEORGIA

Associated City	FAA ID	Airport	Based Aircraft				General Aviation Operations		
			2001	2016	Change	CAGR	2001	2016	CAGR
Valdosta	VLD	Valdosta Regional Airport	43	51	8	1.1%	39,615	11,343	-8.0%
General Aviation Airports									
Adel	15J	Cook County Airport	30	25	-5	-1.2%	6,820	4,500	-2.7%
Alma	AMG	Bacon County Airport	10	10	0	0.0%	6,600	720	-13.7%
Americus	ACJ	Jimmy Carter Regional Airport	23	29	6	1.6%	13,600	9,100	-2.6%
Ashburn	75J	Turner County Airport	4	3	-1	-1.9%	4,500	1,200	-8.4%
Atlanta	FFC	Atlanta Regional Airport-Falcon Field (Peachtree City)	108	178	70	3.4%	50,517	70,000	2.2%
Atlanta	RYY	Cobb County International Airport-McCollum Field	314	303	-11	-0.2%	115,650	62,805	-4.0%
Atlanta	CVC	Covington Municipal Airport	40	39	-1	-0.2%	41,904	12,000	-8.0%
Atlanta	PDK	DeKalb-Peachtree Airport	608	346	-262	-3.7%	233,233	157,623	-2.6%
Atlanta	FTY	Fulton County Airport-Brown Field	310	82	-228	-8.5%	105,502	55,853	-4.2%
Atlanta	CCO	Newnan-Coweta County Airport	84	95	11	0.8%	31,149	64,681	5.0%
Atlanta	PUJ	Paulding-Northwest Atlanta Airport	0	20	20	-	-	4,000	-
Augusta	DNL	Daniel Field Airport	75	56	-19	-1.9%	42,600	30,000	-2.3%
Bainbridge	BGE	Decatur County Industrial Air Park	43	41	-2	-0.3%	11,000	15,000	2.1%
Baxley	BHC	Baxley Municipal Airport	23	14	-9	-3.3%	10,500	5,000	-4.8%
Blairsville	DZJ	Blairsville Airport	22	46	24	5.0%	6,000	33,455	12.1%
Blakely	BIJ	Early County Airport	11	14	3	1.6%	8,000	325	-19.2%
Brunswick	SSI	McKinnon-St. Simons Island Airport	86	78	-8	-0.6%	43,500	48,000	0.7%
Buena Vista	82A	Marion County Airport	1	0	-1	-	600	500	-1.2%
Butler	6A1	Butler Municipal Airport	16	11	-5	-2.5%	7,500	3,022	-5.9%
Cairo	70J	Cairo-Grady County Airport	20	16	-4	-1.5%	8,000	6,054	-1.8%
Calhoun	CZL	Tom B. David Field Airport	64	107	43	3.5%	19,600	20,000	0.1%
Camilla	CXU	Camilla-Mitchell County Airport	22	26	4	1.1%	12,000	7,386	-3.2%
Canon	18A	Franklin County Airport	21	22	1	0.3%	5,500	4,000	-2.1%
Canton	CNI	Cherokee County Airport	104	109	5	0.3%	23,600	30,000	1.6%
Carrollton	CTJ	West Georgia Regional Airport-O.V. Gray Field	94	103	9	0.6%	47,325	29,500	-3.1%
Cartersville	VPC	Cartersville Airport	155	137	-18	-0.8%	69,500	25,550	-6.5%
Cedartown	4A4	Polk County Airport-Cornelius Moore Field	27	21	-6	-1.7%	11,500	7,696	-2.6%
Claxton	CWV	Claxton-Evans County Airport	9	11	2	1.3%	3,800	2,000	-4.2%
Cochran	48A	Cochran Airport	13	17	4	1.8%	9,500	2,000	-9.9%
Cordele	CKF	Crisp County-Cordele Airport	23	17	-6	-2.0%	26,100	4,381	-11.2%

TABLE 3-11: BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS ESTIMATES IN GEORGIA

Associated City	FAA ID	Airport	Based Aircraft				General Aviation Operations		
			2001	2016	Change	CAGR	2001	2016	CAGR
Cornelia	AJR	Habersham County Airport	52	74	22	2.4%	20,400	20,000	-0.1%
Cuthbert	25J	Lower Chattahoochee Regional Airport	2	3	1	2.7%	2,000	500	-8.8%
Dahlonega	9A0	Lumpkin County-Wimpy's Airport	18	20	2	0.7%	4,600	5,000	0.6%
Dalton	DNN	Dalton Municipal Airport	55	45	-10	-1.3%	23,500	1,825	-15.7%
Dawson	16J	Dawson Municipal Airport	59	40	-19	-2.6%	23,500	10,811	-5.0%
Donalsonville	17J	Donalsonville Municipal Airport	9	21	12	5.8%	8,500	5,412	-3.0%
Douglas	DQH	Douglas Municipal Airport	17	31	14	4.1%	20,500	12,000	-3.5%
Dublin	DBN	W.H. "Bud" Barron Airport	28	24	-4	-1.0%	25,650	8,000	-7.5%
Eastman	EZM	Heart Of Georgia Regional Airport	38	26	-12	-2.5%	10,530	17,155	3.3%
Elberton	EBA	Elbert County Airport-Patz Field	20	22	2	0.6%	7,450	6,000	-1.4%
Ellijay	49A	Gilmer County Airport	1	20	19	22.1%	2,500	2,162	-1.0%
Fitzgerald	FZG	Fitzgerald Municipal Airport	25	32	7	1.7%	12,225	1,350	-13.7%
Folkston	3J6	Davis Field Airport	5	5	0	0.0%	4,200	2,059	-4.6%
Gainesville	GVL	Lee Gilmer Memorial Airport	106	134	28	1.6%	36,550	38,690	0.4%
Greensboro	3J7	Greene County Regional Airport	20	15	-5	-1.9%	7,000	1,100	-11.6%
Griffin	6A2	Griffin-Spalding County Airport	105	99	-6	-0.4%	17,400	12,000	-2.4%
Hampton	HMP	Henry County Airport	143	85	-58	-3.4%	29,800	7,000	-9.2%
Hawkinsville	51A	Hawkinsville-Pulaski County Airport	8	2	-6	-8.8%	5,500	745	-12.5%
Hazlehurst	AZE	Hazlehurst Airport	17	28	11	3.4%	6,650	1,400	-9.9%
Hinesville	LHW	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	7	24	17	8.6%	4,500	3,190	-2.3%
Homerville	HOE	Homerville Airport	2	1	-1	-4.5%	900	832	-0.5%
Jasper	JZP	Pickens County Airport	44	65	21	2.6%	6,000	19,817	8.3%
Jefferson	JCA	Jackson County Airport	65	58	-7	-0.8%	10,500	16,600	3.1%
Jekyll Island	09J	Jekyll Island Airport	0	5	5	-	2,000	5,000	6.3%
Jesup	JES	Jesup-Wayne County Airport	3	15	12	11.3%	5,000	6,000	1.2%
LaFayette	9A5	Barwick Lafayette Airport	46	53	7	0.9%	6,500	6,500	0.0%
LaGrange	LGC	Lagrange-Callaway Airport	66	57	-9	-1.0%	16,261	12,000	-2.0%
Lawrenceville	LZU	Gwinnett County Airport-Briscoe Field	280	213	-67	-1.8%	108,543	84,476	-1.7%
Louisville	2J3	Louisville Municipal Airport	20	16	-4	-1.5%	11,004	6,000	-4.0%
Macon	MAC	Macon Downtown Airport	19	31	12	3.3%	19,500	8,807	-5.2%
Madison	52A	Madison Municipal Airport	9	18	9	4.7%	3,250	4,700	2.5%
Mc Rae	MQW	Telfair-Wheeler Airport	7	11	4	3.1%	5,000	3,000	-3.3%

TABLE 3-11: BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS ESTIMATES IN GEORGIA

Associated City	FAA ID	Airport	Based Aircraft				General Aviation Operations		
			2001	2016	Change	CAGR	2001	2016	CAGR
Metter	MHP	Metter Municipal Airport	21	19	-2	-0.7%	4,350	2,000	-5.0%
Milledgeville	MLJ	Baldwin County Airport	21	24	3	0.9%	10,000	4,285	-5.5%
Millen	2J5	Millen Airport	3	5	2	3.5%	2,500	1,040	-5.7%
Monroe	D73	Monroe-Walton County Airport	33	37	4	0.8%	12,000	10,000	-1.2%
Montezuma	53A	Dr. C.P. Savage, Sr. Airport	7	9	2	1.7%	5,500	500	-14.8%
Moultrie	MGR	Moultrie Municipal Airport	28	31	3	0.7%	14,100	10,839	-1.7%
Moultrie	MUL	Spence Airport	10	3	-7	-7.7%	10,000	1,100	-13.7%
Nahunta	4J1	Brantley County Airport	2	0	-2	-	1,000	350	-6.8%
Nashville	4J2	Berrien County Airport	17	9	-8	-4.2%	6,000	3,500	-3.5%
Perry	PXE	Perry-Houston County Airport	51	90	39	3.9%	18,000	19,500	0.5%
Pine Mountain	PIM	Harris County Airport	3	22	19	14.2%	7,500	7,097	-0.4%
Quitman	4J5	Quitman Brooks County Airport	24	21	-3	-0.9%	11,000	2,500	-9.4%
Reidsville	RVJ	Swinton Smith Field At Reidsville Municipal Airport	3	11	8	9.0%	4,500	3,969	-0.8%
Rome	RMG	Richard B. Russell Regional Airport-J.H. Towers Field	105	78	-27	-2.0%	29,000	36,538	1.6%
St Marys	4J6	St Marys Airport	22	15	-7	-2.5%	12,250	4,261	-6.8%
Sandersville	OKZ	Kaolin Field Airport	7	17	10	6.1%	10,150	5,183	-4.4%
Soperton	4J8	Treutlen County Airport	3	0	-3	-	600	600	0.0%
Statesboro	TBR	Statesboro-Bulloch County Airport	30	63	33	5.1%	20,000	18,500	-0.5%
Swainsboro	SBO	East Georgia Regional Airport	6	13	7	5.3%	4,750	4,500	-0.4%
Sylvania	JYL	Plantation Airpark	25	44	19	3.8%	10,500	12,000	0.9%
Sylvester	SYV	Sylvester Airport	3	2	-1	-2.7%	3,000	795	-8.5%
Thomaston	OPN	Thomaston-Upson County Airport	44	90	46	4.9%	22,800	16,060	-2.3%
Thomasville	TVI	Thomasville Regional Airport	58	60	2	0.2%	32,000	10,085	-7.4%
Thomson	HQU	Thomson-McDuffie Regional Airport	54	24	-30	-5.3%	31,050	10,105	-7.2%
Tifton	TMA	Henry Tift Myers Airport	47	33	-14	-2.3%	17,000	8,000	-4.9%
Toccoa	TOC	Toccoa Airport-RG LeTourneau Field	57	52	-5	-0.6%	30,000	7,300	-9.0%
Vidalia	VDI	Vidalia Regional Airport	20	32	12	3.2%	16,500	17,500	0.4%
Warm Springs	5A9	Roosevelt Memorial Airport	7	13	6	4.2%	5,000	3,000	-3.3%
Washington	IIY	Washington-Wilkes County Airport	14	16	2	0.9%	5,200	6,000	1.0%
Waycross	AYS	Waycross-Ware County Airport	42	35	-7	-1.2%	17,000	5,860	-6.9%
Waynesboro	BXG	Burke County Airport	3	12	9	9.7%	3,000	3,000	0.0%
Winder	WDR	Barrow County Airport	141	109	-32	-1.7%	61,000	36,000	-3.5%
Wrens	65J	Wrens Memorial Airport	8	9	1	0.8%	3,600	1,976	-3.9%

TABLE 3-11: BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS ESTIMATES IN GEORGIA

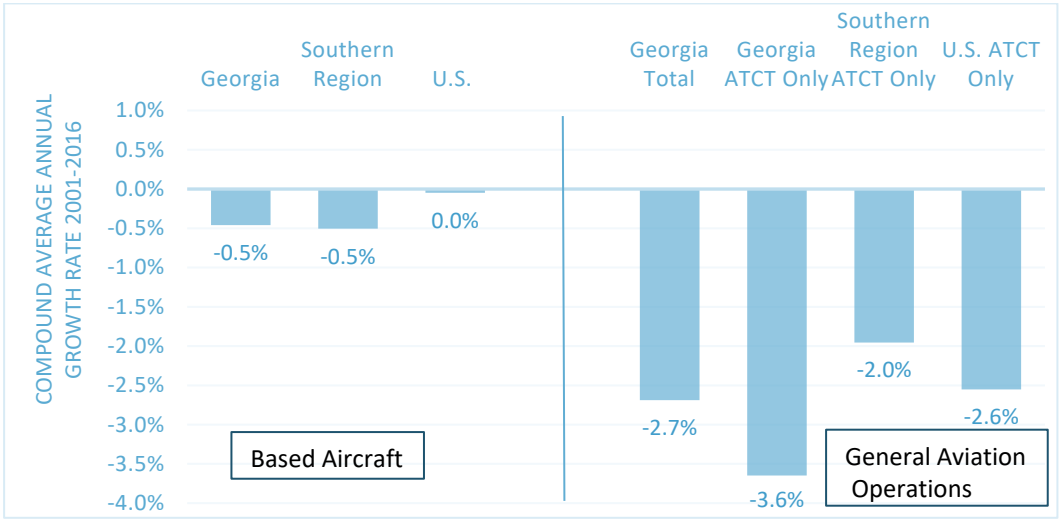
Associated City	FAA ID	Airport	Based Aircraft				General Aviation Operations		
			2001	2016	Change	CAGR	2001	2016	CAGR
All Georgia Airports			**5,199**	**4,852**	**-347**	**-0.5%**	**2,270,250**	**1,508,286**	**-2.7%**

Sources: Airport Management Records, 2002 GSASP
Note: CAGR = compound annual growth rate

The downward trend for based general aviation aircraft and annual general aviation operations is not unique to Georgia airports. The trends reflect the decline in general aviation activity across the nation due to a weak economy and high fuel prices over the last decade. To better understand the state's trends in based aircraft and general aviation operations, comparative information for the United States and FAA's Southern Region was reviewed. As shown in **Figure 3-13**, between 2001 and 2016, based aircraft in Georgia declined 0.5 percent per year on average. This compares to a decline of 0.5 percent in the region and no growth or decline in based aircraft nationally. In terms of general aviation operations, reviewing general aviation operations at towered airports is the most accurate means for determining change. Georgia's average annual decline in general aviation operations at towered airports (-3.6 percent) was greater than the rate experienced by all towered airports the region (-2.0 percent) and by all towered airports the United States. (-2.6 percent). When all Georgia airport operations are combined (towered and non-towered airports) general aviation operations fell at an average annual rate of -2.6 percent.

The overall trend in general aviation operations for the state, region, and nation are similar. This helps substantiate that future aviation trends at system airports may also be similar to national trends projected by FAA.

FIGURE 3-13: COMPARISON OF GEORGIA, SOUTHERN REGION, AND US GENERAL AVIATION ACTIVITY TRENDS (2001-2016)



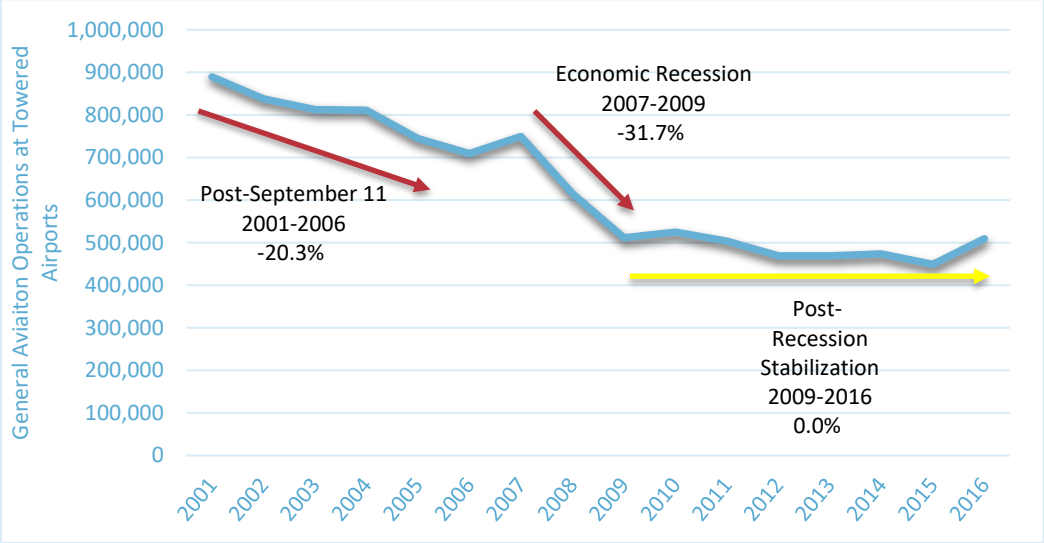
Sources: Georgia Airport Management, FAA Terminal Area Forecast, FAA Air Traffic Activity Data System (ATADS) database, FAA Aerospace Forecasts Fiscal Years 2017-2037.
Notes: ATCT = Airports with Air Traffic Control Towers that record general aviation operations. Southern Region includes Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Puerto Rico, and the US Virgin Islands.

Two key national events attributed to the significant decline in general aviation operations in Georgia over the last 15 years: the events of September 11, 2001 and the economic recession 2007-2009. As shown in **Figure**

3-14, general aviation operations at towered airports[3] in Georgia fell 20 percent in the years following September 11 (2001-2006) and then fell another 32 percent during the economic recession. These specific events coupled with increases in fuel prices, the rising cost of general aviation aircraft, declining numbers of pilots, and changes in how companies do business with increased utilization of technology help explain the decline in Georgia's general aviation activity.

While general aviation operations have not rebounded since September 11 and the recession, they stabilized beginning in 2009, as shown in **Figure 3-14**. Further, between 2015 and 2016 general aviation operations at towered airports increased more than 10 percent. These recent trends indicate that general aviation operations in Georgia may continue to experience growth into the future, albeit conservative growth.

FIGURE 3-14: CHANGE IN GENERAL AVIATION OPERATIONS AT TOWERED AIRPORTS IN GEORGIA



Source: FAA ATADS database

3.3 Socioeconomic Trends That May Impact Future Aviation Growth

Factors that may influence future aviation activity, that are independent of historic airport activity, include area socioeconomic and demographic trends. Socioeconomic characteristics are often examined to derive an understanding of the dynamics of projected aviation growth. As socioeconomic activity increases, commercial service and general aviation activity also generally increases.

Georgia and many of its 159 counties have growing economies. There are 18 Fortune 500 companies headquartered in the state including Home Depot, Coca-Cola, UPS, and Delta Airlines. Georgia is ranked #1 in the top states for attracting business and having a favorable business climate for the last three years.[4] The principal industries in the state include manufacturing, automotive, aerospace, defense, energy, life sciences, agribusiness, logistics and transportation, financial services, information technology, film, and tourism. The state offers numerous incentives and workforce training for business attraction and retention. In recent years, there has been a growing trend for business use of general aviation aircraft. This fact was considered as projections of future aviation demand were developed.

[3] A year over year comparison of general aviation operations in Georgia was only available for the larger airports with air traffic control towers that report operations by type to the FAA. In 2016, general aviation operations at towered airports accounted for about one-third (33%) of the total general aviation operations in the state estimated as part of the GSASP.

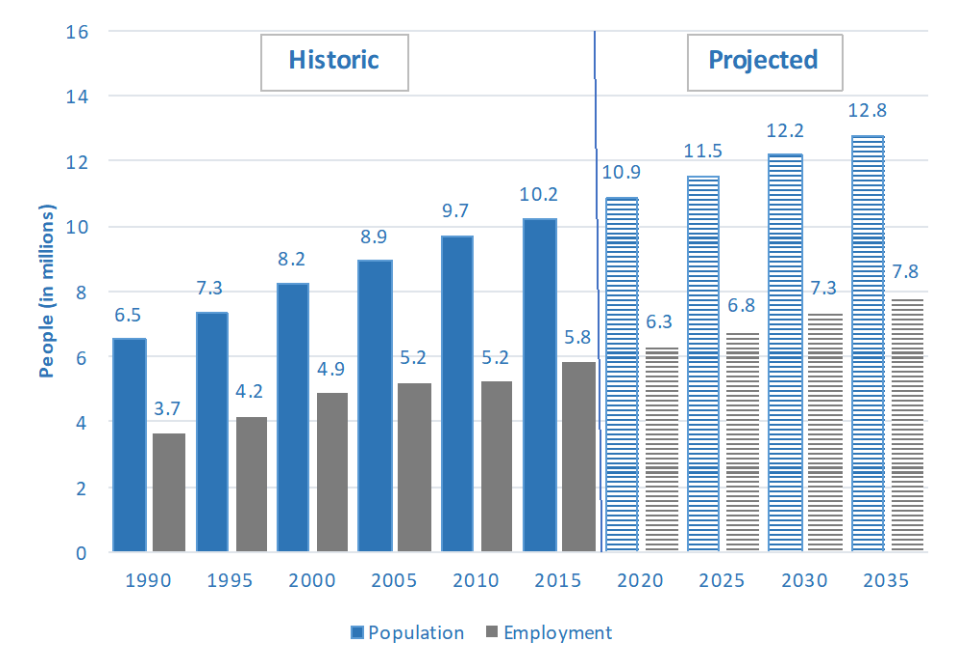
[4] *Area Development Magazine* Q3 2016, *Site Selection Magazine* November 2016

A summary of Georgia's historic and projected trends in socioeconomic and demographic factors are discussed below. These trends were considered as projections of aviation demand for each system airport were developed.

Population. Between 1990 and 2015, statewide population grew at an average annual rate of 1.8 percent per year. In 2015, Georgia's estimated population was 10.2 million, up from 6.5 million in 1990 (**Figure 3-15**). Over the last 10 years, statewide population grew at a slightly lower annual rate of 1.4 percent. Over the 20-year forecast period, population is estimated to increase at 1.1 percent per year on average.[5]

Employment. Between 1990 and 2015 employment in Georgia increased at an average annual rate of 1.9 percent per year. In 2015, it was estimated that state employment was 5.8 million, up from 3.7 million in 1990 (**Figure 3-15**). Over the last 10 years, statewide employment grew at a lower rate of 1.1 percent per year on average. Employment in Georgia is projected to grow at 1.4 percent per year on average between 2015 and 2035.[6]

FIGURE 3-15: HISTORIC AND PROJECTED GEORGIA POPULATION AND EMPLOYMENT



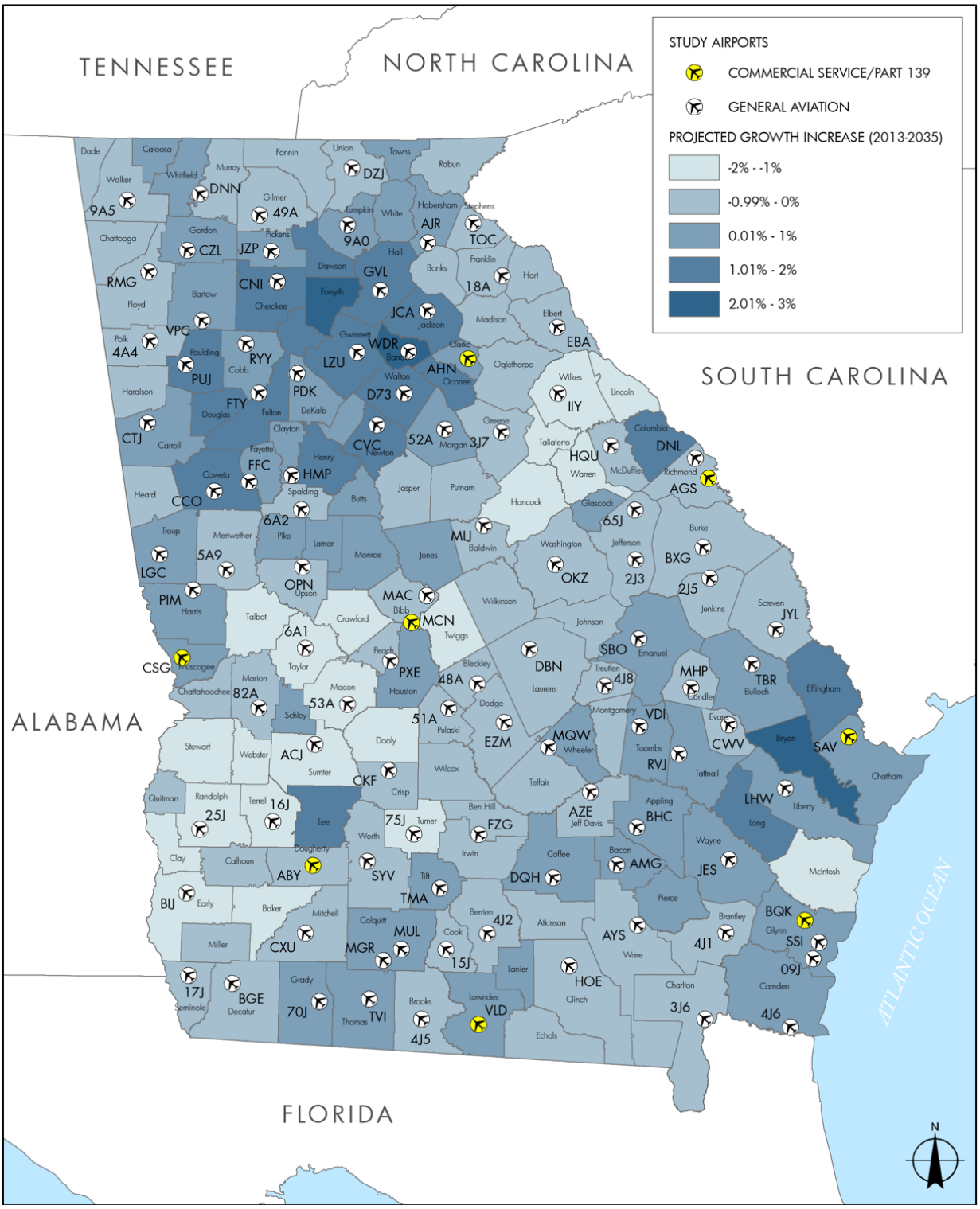
Sources: US Census Bureau, US Department of Commerce, Georgia Governor's Office of Planning and Budget, 2015 Series, Woods &Poole, Inc.

Figure 3-16 presents projected rates of population increase by Georgia county. Much of the highest growth is projected to occur near the urban areas; Forsyth and Barrow counties near Atlanta and Bryan County near Savannah are expected to experience the highest rates of population growth between 2013 and 2035. Employment growth rates by county show a similar trend and are presented in **Figure 3-17**. Henry, Paulding, Cherokee, and Forsyth counties near Atlanta are anticipated to see the highest rates of employment growth over the next two decades.

[5] US Census Bureau and Georgia Governor's Office of Planning and Budget, 2015 Series

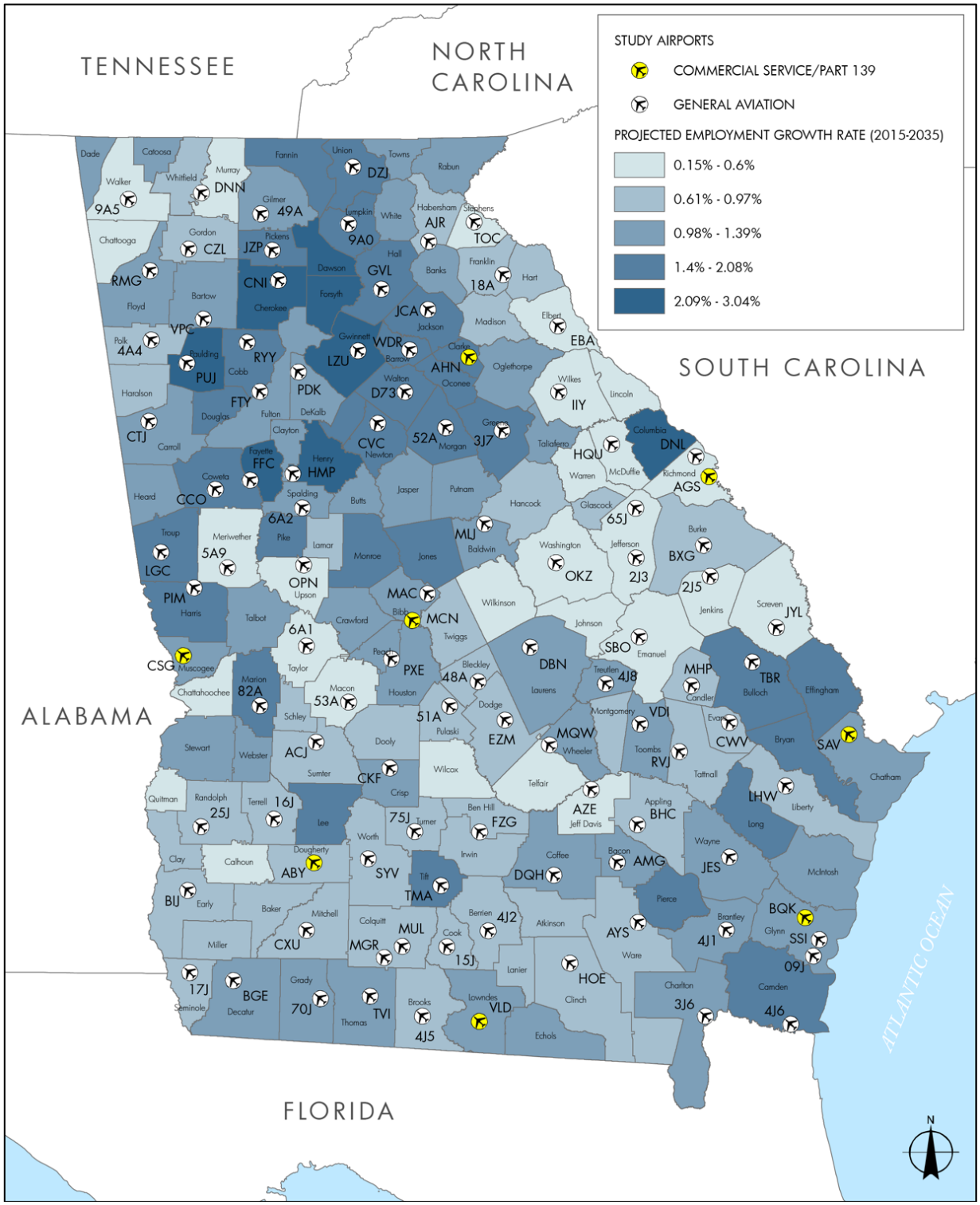
[6] US Department of Commerce and Woods & Poole Economics, Inc.

FIGURE 3-16: PROJECTED POPULATION GROWTH RATE BY COUNTY (2013-2035)



Data Source: Georgia Governor's Office of Planning and Budget, 2015 Series

FIGURE 3-17: PROJECTED EMPLOYMENT GROWTH RATE BY COUNTY (2015-2035)



Data Source: Woods & Poole, 2017

3.4 Projections of Aviation Demand

For the GSASP, projections of aviation demand were developed for enplanements, commercial aircraft operations, based aircraft, and general aviation aircraft operations. The following assumptions were used to establish demand projections for system airports:

- Aviation activity at system airports will generally reflect the national aviation industry; FAA projects low rates of growth for most aspects of aviation.
- Local economies may grow and population and employment increase; changes in aviation demand will most likely not be directly related to, but may be supported by such increases.
- Economic disturbances may cause year-to-year demand variations.
- Fuel prices will continue to fluctuate, and the future availability of 100LL fuel (needed to fly piston aircraft) may further impact the general aviation projections.
- Commercial service forecasts assume mainline or legacy network carriers will continue to operate their hubs in a manner consistent with current operations.
- The Essential Air Service program will continue to be federally funded.
- Projections are unconstrained with respect to facilities.

3.4.1 Commercial Service Projections

This section presents projections of passenger enplanements and commercial airline aircraft operations at Georgia's commercial airports. If available and current (five years old or less), enplanement growth rates developed as part of individual airport master plans were adopted for the GSASP projections. Three airports have recent master plans: Augusta Regional, Brunswick-Golden Isles, and Savannah/Hilton Head International. Forecasts developed as part of the master planning process are typically far more in-depth than the forecasting process used in a state aviation system plan. The master plan projections were verified for their reasonableness, based on historic activity and national trends.

Scheduled airline service at Middle Georgia Regional Airport resumed August 2017 provided by Contour Airlines, the carrier selected by the US DOT to provide subsidized air service as part of the EAS program. Based on equipment (37-seat ERJ-135) and flight frequency (12 weekly flights) outlined in the EAS order DOT-OST-2007-28671, it is estimated that 1,240 commercial service operations will occur at Macon in 2018. These operations are assumed to remain constant over the forecast period. If a load factor of 65 percent is assumed, this level of activity and load factor results in an estimated 15,000 annual enplanements in 2018. Future projections of enplanements for Macon were developed from 2019 forward.

According to Athens-Ben Epps airport management, carriers have recently expressed interest in serving Athens, and the airport is putting together a revenue guarantee program to secure new air service. However, as of February 2018, no new service has been confirmed. Therefore, commercial service enplanements and operations forecasts have not been developed for Athens as part of the GSASP.

Enplanements

As presented in **Table 3-12**, similar to the decline in enplanements experienced nationally, enplanements at Georgia airports fell during the 2007-2009 economic recession. However, enplanements grew 3.8 percent per year on average at all Georgia airports (excluding ATL) between 2010 and 2016. This average annual rate of growth is higher than the average growth rate that occurred at all US airports during the same period (2.4 percent annually). Recent growth in enplanements at Georgia airports was fueled by Savannah/Hilton Head International. Enplanements at Augusta Regional and Brunswick-Golden Isles have grown over the last six years at rates closer to the national average. Southwest Georgia, Columbus, and Valdosta Regional have experienced declines in enplanements since 2010.

TABLE 3-12: GEORGIA HISTORIC COMMERCIAL SERVICE ENPLANEMENTS AND OPERATIONS (EXCLUDING ATL)

Airport	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	CAGR 2006-2016	CAGR 2010-2016
Enplanements													
Southwest Georgia Regional	34,712	38,758	39,200	33,044	35,494	33,627	33,494	31,276	31,260	33,949	34,223	-0.1%	-0.6%
Athens-Ben Epps	6,738	6,187	3,449	5,335	5,751	1,655	1,941	5,751	2,488	0	0	NA	NA
Augusta Regional at Bush Field	134,716	154,558	176,097	198,489	246,587	267,631	271,740	260,523	263,478	271,915	279,105	7.6%	2.1%
Brunswick-Golden Isles	26,725	24,153	29,594	27,901	30,059	31,655	31,284	32,450	32,579	34,561	35,629	2.9%	2.9%
Columbus	44,872	46,972	51,288	48,526	63,726	78,718	74,336	59,675	50,883	51,790	54,467	2.0%	-2.6%
Middle Georgia Regional	13,303	11,465	10,029	1,866	1,296	917	843	1,296	1,837	0	0	NA	NA
Savannah/Hilton Head	950,904	992,625	959,037	799,066	798,194	785,251	789,663	798,376	932,416	980,531	1,089,222	1.4%	5.3%
Valdosta Regional	39,829	35,094	38,269	41,516	42,537	38,066	37,030	36,814	35,636	39,544	39,178	-0.2%	-1.4%
Total Georgia Enplanements	**1,251,799**	**1,309,812**	**1,306,963**	**1,155,743**	**1,223,644**	**1,237,520**	**1,240,331**	**1,226,161**	**1,350,577**	**1,412,290**	**1,531,824**	**2.0%**	**3.8%**
Commercial Service Operations													
Southwest Georgia Regional	2,640	2,580	2,174	1,980	2,034	1,978	2,000	2,056	1,970	1,930	2,024	-2.6%	-0.1%
Athens-Ben Epps	1,296	1,276	1,564	3,028	2,224	1,234	1,004	1,182	722	0	0	NA	NA
Augusta Regional at Bush Field	8,654	8,674	9,482	10,680	12,140	12,546	11,560	11,522	10,272	10,232	9,998	1.5%	-3.2%
Brunswick-Golden Isles	2,056	1,928	1,826	1,884	1,970	1,912	1,912	2,018	1,986	1,934	2,046	0.0%	0.6%
Columbus	2,634	2,836	2,978	3,128	3,484	4,390	4,256	3,322	2,676	2,410	2,524	-0.4%	-5.2%
Middle Georgia Regional	2,368	2,232	2,546	3,138	2,516	1,678	1,210	1,352	1,156	0	0	NA	NA
Savannah/Hilton Head	29,400	32,092	32,394	29,340	29,656	28,240	26,466	26,386	28,488	28,362	29,522	0.0%	-0.1%
Valdosta Regional	2,288	2,058	1,854	2,072	2,054	2,050	2,074	2,052	2,004	2,042	2,058	-1.1%	0.0%
Total Georgia Commercial Service Operations	**51,336**	**53,676**	**54,818**	**55,250**	**56,078**	**54,028**	**50,482**	**49,890**	**49,274**	**46,910**	**48,172**	**-0.6%**	**-2.5%**

Sources: Enplanements 2006-2015: FAA Passenger Boarding and All-Cargo Data; Enplanements 2016: Airport records, Commercial Service Operations: Bureau of Transportation Statistics T-100 Segment Data
Notes: CAGR = compound annual growth rate, NA = not available

Table 3-13 presents the enplanement projections for Georgia's commercial service airports, excluding ATL. For Augusta Regional, Brunswick-Golden Isles, and Savannah/Hilton Head International, master plan growth rates were applied to 2016 actual enplanements. For the other airports, a methodology was used that applied a variation of the FAA's enplanement growth rate projection from the *Aerospace Forecasts Fiscal Years 2017-2037* to each airport's 2016 enplanements. The growth rate selected for each airport was based on each airport's recent growth (2010-2016) in enplanements and projected socioeconomic growth in the airport's market area.

Based on this approach, Georgia can expect an average annual rate of growth of 3.0 percent for all enplanements (excluding ATL) for the forecast period. Enplanements are expected to reach 2.7 million by 2035. This rate of growth is higher than the 1.9 percent national rate of growth for all US enplanements projected by the FAA in its *Aerospace Forecasts Fiscal Years 2017-2037*. Savannah is expected to see the highest rate of growth in enplanements, with an average annual growth rate of 3.3 percent, reaching 2.0 million enplanements by 2035. Since the majority of the statewide enplanements are at Savannah, the airport's higher than average annual rate of growth pulls the statewide average annual rate of growth up above the national average projected by the FAA.

TABLE 3-13: GEORGIA ENPLANEMENT PROJECTIONS

Airport	FAA ID	Base Year 2016	Projections			CAGR 2016-2035
			2020	2025	2035	
Southwest Georgia Regional Airport	ABY	34,223	35,898	37,417	41,102	1.0%
Augusta Regional Airport At Bush Field[1]	AGS	279,105	303,299	336,511	414,244	2.1%
Brunswick-Golden Isles Airport[1]	BQK	35,629	38,869	43,337	53,873	2.2%
Columbus Airport	CSG	54,467	57,133	59,550	65,416	1.0%
Middle Georgia Regional Airport[2]	MCN	0	15,346	15,996	17,571	1.0%
Savannah/Hilton Head International Airport[1]	SAV	1,089,222	1,239,838	1,458,366	2,017,761	3.3%
Valdosta Regional Airport	VLD	39,178	42,080	44,773	51,531	1.5%
Total Georgia Enplanements		**1,531,824**	**1,732,464**	**1,995,949**	**2,661,498**	**3.0%**

Source: Marr Arnold Planning
Notes: CAGR = compound annual growth rate
[1] Projected growth rate from individual airport master plan
[2] Middle Georgia Regional did not have air service in 2016. Contour Airlines began 12 weekly flights at the airport in August 2017. It is projected that enplanements will grow at an average of annual rate of 1.0% between 2018 and 2035.

Commercial Service Operations

Historic commercial service operations (departures and arrivals) at Georgia airports are presented in **Table 3-12**. Carriers have limited their operational growth at Georgia airports since the 2007-2009 economic recession to improve load factors and regain profitability. **Table 3-14** shows the commercial service operational forecasts for Georgia's commercial airports. These projections include only operations (takeoffs and landings) by scheduled commercial airlines. General aviation (including air taxi) activity at commercial service airports is projected in another section.

Similar to enplanement projections, master plan growth rates were sourced for operational projections for Augusta Regional, Brunswick-Golden Isles, and Savannah/Hilton Head International. Commercial service operational projections for Southwest Georgia Regional, Columbus, and Valdosta Regional were developed based on the individual airport operational growth that occurred after the 2007-2009 economic recession and

the FAA's projected national rate of growth for commercial service operations. Commercial service operations at Middle Georgia Regional are expected to remain unchanged (based on the EAS agreement) over the 20-year forecast period.

Total commercial service operations for all commercial airports, except for ATL, are projected to increase at an average annual growth of 1.5 percent. Statewide commercial operations are projected to increase from 48,172 in 2016 to 63,486 in 2035. This growth is just slightly higher than the FAA's projected annual average growth rate for all US commercial service operations of 1.3 percent annually.

TABLE 3-14: GEORGIA COMMERCIAL SERVICE OPERATIONS PROJECTIONS

Airport	FAA ID	Base Year 2016	Projections			CAGR 2016-2035
			2020	2025	2035	
Southwest Georgia Regional Airport	ABY	2,024	2,073	2,141	2,311	0.7%
Augusta Regional Airport At Bush Field[1]	AGS	9,998	10,349	10,804	11,776	0.9%
Brunswick-Golden Isles Airport[1]	BQK	2,046	2,089	2,144	2,259	0.5%
Columbus Airport	CSG	2,524	2,585	2,670	2,882	0.7%
Middle Georgia Regional Airport[2]	MCN	0	1,240	1,240	1,240	0.0%
Savannah/Hilton Head International Airport[1]	SAV	29,522	31,581	34,358	40,667	1.7%
Valdosta Regional Airport	VLD	2,058	2,108	2,177	2,350	0.7%
Total Georgia Commercial Service		**48,172**	**52,025**	**55,535**	**63,486**	**1.5%**

Source: Marr Arnold Planning
Notes: CAGR = compound annual growth rate
[1] Projected growth rate from individual airport master plan.
[2] Middle Georgia Regional did not have air service in 2016. Contour Airlines began 12 weekly flights at the airport in the August 2017. It is projected that commercial service operations will remain constant between 2018 and 2035.

3.4.2 General Aviation Projections

Several scenarios for projecting based aircraft and general aviation operations are discussed in this section. A preferred methodology was then chosen for each demand component. **Table 3-17** details the preferred projections for based aircraft and general aviation operations.

Based Aircraft

Estimating the number of aircraft anticipated to be based at system airports over the next 20 years impacts the planning for future facility and infrastructure needs. Initially, based aircraft were projected using four methodologies. The results of the forecasting scenarios were compared, and one methodology was chosen as the preferred based aircraft projection.

A summary of the four scenarios used to develop based aircraft projections is discussed below and shown in **Table 3-15** and **Figure 3-18**. **Table 3-15** summarizes statewide results for the four projection methodologies examined for the system plan update.

Scenario 1: Historic Based Aircraft Growth and FAA Active General Aviation Fleet Growth

This bottom-up methodology considered historic growth from 2001-2016 for based aircraft at each airport. A range of projected growth rates was then applied, based on the FAA's projected growth rate for active general

aviation aircraft. Growth rates were derived from the *FAA Aerospace Forecasts, Fiscal Years 2017-2037*. This methodology considered the fleet mix of aircraft at all airports and projected a slightly higher rate of growth for those airports that have aircraft types that are expected to see higher rates of future growth. If an airport experienced declines in based aircraft over the last 15 years and had no based jets, based aircraft were projected to remain constant throughout the 20-year forecast period. This scenario produces a statewide 0.5 percent compound annual growth rate (CAGR) in statewide based aircraft through 2035.

Scenario 2: County Population Growth Rate

This scenario assumes that the growth in based aircraft at each system airport will be equal to the rate of projected population growth for the county in which the airport is located. The population projections used to support this scenario were developed by the Georgia Governor's Office of Planning and Budget. The statewide annual growth rate for based aircraft in this scenario is 0.9 percent.

Scenario 3: Industry Trends/County Employment Growth

In this scenario, a range of projected growth rates was applied using the projected rate of employment growth for the county where the airport is located. A percentage of the FAA's projected growth rates for active general aviation aircraft from the *FAA Aerospace Forecasts, Fiscal Years 2017-2037* was applied to each airport's 2016 based aircraft to develop a 20-year projection. This scenario projects statewide based aircraft to growth at average annual rate of 0.6 percent.

Scenario 4: Market Share: FAA's Terminal Area Forecast (TAF) Growth Rate

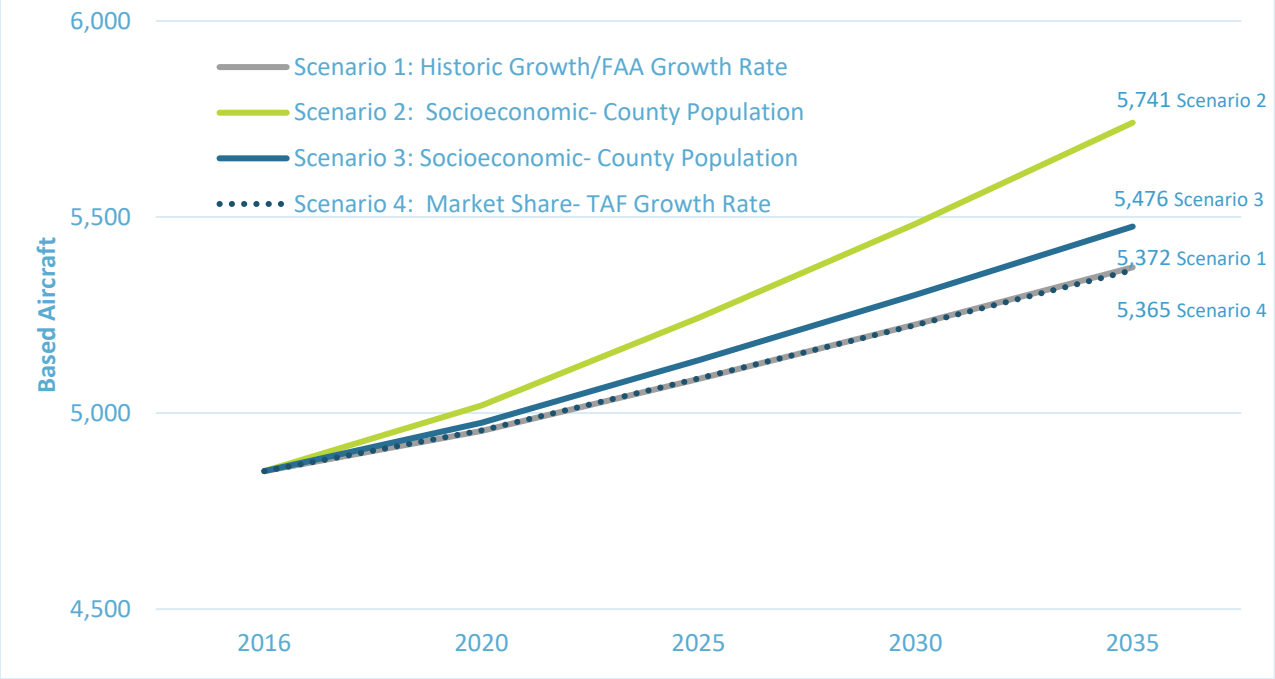
The FAA annually publishes its Terminal Area Forecasts in which it projects operations and based aircraft for each airport included in the NPIAS. The TAF projects based aircraft at Georgia's NPIAS airports to grow at an average annual rate of 0.5 percent between 2015 (the most recent year for TAF data) and 2035. This top-down scenario assumes that the system airports will maintain their share of the total statewide based aircraft through the forecast period.

TABLE 3-15: COMPARISON OF BASED AIRCRAFT PROJECTION SCENARIOS

Scenarios	2016	2020	2025	2035	CAGR 2016-35
1. Historic Growth/FAA Growth Rate	4,852	4,954	5,087	5,372	0.54%
2. Socioeconomic - County Population	4,852	5,019	5,243	5,741	0.89%
3. Industry Trends/County Employment Growth	4,852	4,975	5,135	5,476	0.64%
4. Market Share - TAF Growth Rate	4,852	4,956	5,088	5,365	0.53%

Source: Marr Arnold Planning
CAGR = compound annual growth rate

FIGURE 3-18: COMPARISON OF BASED AIRCRAFT PROJECTION SCENARIOS



Source: Marr Arnold Planning

Preferred Based Aircraft Projection

After comparing the results of the four forecast scenarios, the statewide growth rate produced by ***Scenario 1: Historic Airport Growth/FAA Growth Rate*** (0.54 percent) was selected as the preferred projection growth for based aircraft. This rate of growth was then applied to each system airport's 2016 based aircraft to determine its individual projection of based aircraft. Scenario 1 was selected as the preferred based aircraft projection because it takes historic trends into consideration, and it considers the modest growth projected by the FAA throughout the 20-year forecast period for business aircraft. The results of Scenario 1 for each airport are depicted in **Table 3-17**.

3.4.3 General Aviation Aircraft Operations

Different factors impact the number of operations at an airport. These factors include, but are not limited to:

- Total based aircraft
- Area demographics/including business density
- Activity and facilities at neighboring airports
- National trends
- Airport location

These factors were examined and three methodologies were used to develop projections of annual general aviation operations for each system airport. A summary of the scenarios used to develop the aircraft operational projections are shown in the **Table 3-16** and **Figure 3-19**.

Scenario 1: Operations Per Based Aircraft (OPBA)

OPBA is calculated by dividing the number of total operations by the number of aircraft based at each airport. It is important to note that the OPBA ratio represents operations performed by both based and visiting aircraft. In Scenario 1, total operations at each system airport are projected by applying the airport's 2016 OPBA ratio to the preferred projection of based aircraft. Utilizing this methodology, it is projected that total general aviation operations at system airports will grow at a CAGR of 0.5 percent over the 20-year forecast period. These projections include general aviation operations at commercial and general aviation airports.

Scenario 2: County Employment Growth

Scenario 2 assumes that the growth of general aviation operations at each system airport will be equal to the rate of projected employment growth for the county in which the airport is located. Employment projections were developed by Woods and Poole. The annual growth rate for annual general aviation operations in this scenario is 1.1 percent.

Scenario 3: Growth of FAA Hours Flown

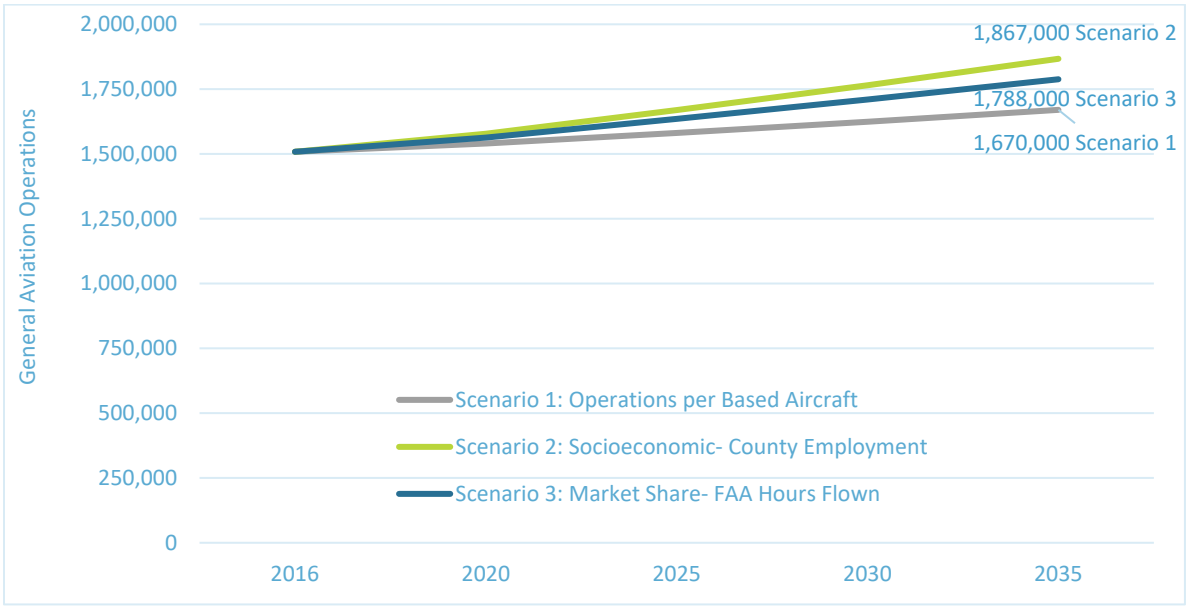
Scenario 3 applies the FAA's projected rate of growth for general aviation aircraft hours flown (derived from *FAA Aerospace Forecasts, Fiscal Years 2017-2037*) to the 2016 total operations for all airports. Each airport's share of 2016 operations is then maintained through the forecast period and applied to the statewide total to estimate operations for 2020, 2025, and 2035 by airport. The CAGR for total general aviation operations in this Scenario is 0.9 percent.

TABLE 3-16: COMPARISON OF GENERAL AVIATION ANNUAL OPERATIONS PROJECTION SCENARIOS

Scenarios	2016	2020	2025	2035	CAGR 2016-35
1. Operations per Based Aircraft	1,508,286	1,540,000	1,581,000	1,670,000	0.54%
2. Socioeconomic - County Employment	1,508,286	1,578,000	1,669,000	1,867,000	1.13%
3. Market Share - FAA Hours Flown	1,508,286	1,563,000	1,635,000	1,788,000	0.90%

Source: Marr Arnold Planning
Note: CAGR = compound annual growth rate

FIGURE 3-19: OPERATIONS PROJECTION SCENARIOS



Source: Marr Arnold Planning

Preferred Annual General Aviation Operations Projection

The results of the three projections for general aviation operational demand, shown in **Table 3-16** and **Figure 3-19** can be viewed as a range for future general aviation statewide takeoffs and landings. In the lowest scenario (Scenario 1), total annual general aviation operations could increase from their 2016 level of 1.51 million to 1.67 million at the end of the 20-year planning period. If mid-growth scenario is achieved (Scenario 3), annual operations for system airports could reach 1.79 million. The highest-growth scenario (Scenario 2), presents a projection of general aviation operational demand that could reach 1.87 million operations at the end of the forecast period.

General aviation activity at Georgia airports experienced large declines since the previous system plan was completed in 2002. Many factors contributed to the decline, primarily September 11 and the economic recession of 2007-2009. However, operations over the last several years have stabilized and towered airports experienced a 10 percent increase in general aviation operations during 2015-2016. This trend helps support the preferred projection of general aviation operations at system airports developed as part of ***Scenario 1: Operations Per Based Aircraft***.

As shown in **Table 3-16** and **Figure 3-19**, total annual general aviation operations for system airports are projected to reach 1.67 million in 2035. The average annual rate of growth implied in the preferred forecast is 0.54 percent.

3.5 Summary

This system plan took a conservative approach to projecting future aviation demand for system airports and follows national aviation trends and Georgia specific anticipated growth for socioeconomic indicators. **Table 3-17** presents based aircraft and general aviation operations projections for each system airport. Commercial service enplanements and operations are presented in **Table 3-13** and **Table 3-14**. Projections of demand presented in this chapter will help establish future facility needs for all system airports.

TABLE 3-17: PROJECTIONS OF BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Airport	City	FAA ID	Based Aircraft					General Aviation Operations				
			2016	2020	2025	2035	CAGR 2016-35	2016	2020	2025	2035	CAGR 2016-35
Commercial Airports												
Southwest Georgia Regional Airport	Albany	ABY	30	31	31	33	0.54%	16,134	16,500	16,900	17,900	0.54%
Augusta Regional Airport At Bush Field	Augusta	AGS	13	13	14	14	0.54%	15,124	15,400	15,900	16,700	0.54%
Athens-Ben Epps Airport	Athens	AHN	92	94	96	102	0.54%	33,485	34,200	35,100	37,100	0.54%
Brunswick-Golden Isles Airport	Brunswick	BQK	38	39	40	42	0.54%	28,000	28,600	29,400	31,000	0.54%
Columbus Airport	Columbus	CSG	130	133	136	144	0.54%	14,485	14,800	15,200	16,000	0.54%
Middle Georgia Regional Airport	Macon	MCN	97	99	102	107	0.54%	13,677	14,000	14,300	15,100	0.54%
Savannah/Hilton Head International Airport	Savannah	SAV	134	137	140	148	0.54%	55,612	56,800	58,300	61,600	0.54%
Valdosta Regional Airport	Valdosta	VLD	51	52	53	56	0.54%	11,343	11,600	11,900	12,600	0.54%
General Aviation Airports												
Cook County Airport	Adel	15J	25	26	26	28	0.54%	4,500	4,600	4,700	5,000	0.54%
Bacon County Airport	Alma	AMG	10	10	10	11	0.54%	720	700	800	800	0.54%
Jimmy Carter Regional Airport	Americus	ACJ	29	30	30	32	0.54%	9,100	9,300	9,500	10,100	0.54%
Turner County Airport	Ashburn	75J	3	3	3	3	0.54%	1,200	1,200	1,300	1,300	0.54%
Atlanta Regional Airport-Falcon Field (Peachtree City)	Atlanta	FFC	178	182	187	197	0.54%	70,000	71,500	73,400	77,500	0.54%
Cobb County International Airport-McCollum Field	Atlanta	RYY	303	309	318	335	0.54%	62,805	64,100	65,800	69,500	0.54%
Covington Municipal Airport	Atlanta	CVC	39	40	41	43	0.54%	12,000	12,300	12,600	13,300	0.54%
DeKalb-Peachtree Airport	Atlanta	PDK	346	353	363	383	0.54%	157,623	160,900	165,300	174,500	0.54%
Fulton County Airport-Brown Field	Atlanta	FTY	82	84	86	91	0.54%	55,853	57,000	58,600	61,800	0.54%
Newnan-Coweta County Airport	Atlanta	CCO	95	97	100	105	0.54%	64,681	66,000	67,800	71,600	0.54%
Paulding-Northwest Atlanta Airport	Atlanta	PUJ	20	20	21	22	0.54%	4,000	4,100	4,200	4,400	0.54%
Daniel Field Airport	Augusta	DNL	56	57	59	62	0.54%	30,000	30,600	31,500	33,200	0.54%
Decatur County Industrial Air Park	Bainbridge	BGE	41	42	43	45	0.54%	15,000	15,300	15,700	16,600	0.54%
Baxley Municipal Airport	Baxley	BHC	14	14	15	15	0.54%	5,000	5,100	5,200	5,500	0.54%
Blairsville Airport	Blairsville	DZJ	46	47	48	51	0.54%	33,455	34,200	35,100	37,000	0.54%

TABLE 3-17: PROJECTIONS OF BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Airport	City	FAA ID	Based Aircraft					General Aviation Operations				
			2016	2020	2025	2035	CAGR 2016-35	2016	2020	2025	2035	CAGR 2016-35
Early County Airport	Blakely	BIJ	14	14	15	15	0.54%	325	300	300	400	0.54%
McKinnon-St. Simons Island Airport	Brunswick	SSI	78	80	82	86	0.54%	48,000	49,000	50,300	53,100	0.54%
Marion County Airport	Buena Vista	82A	0	0	0	0	0.00%	500	500	500	500	0.54%
Butler Municipal Airport	Butler	6A1	11	11	12	12	0.54%	3,022	3,100	3,200	3,300	0.54%
Cairo-Grady County Airport	Cairo	70J	16	16	17	18	0.54%	6,054	6,200	6,300	6,700	0.54%
Tom B. David Field Airport	Calhoun	CZL	107	109	112	118	0.54%	20,000	20,400	21,000	22,100	0.54%
Camilla-Mitchell County Airport	Camilla	CXU	26	27	27	29	0.54%	7,386	7,500	7,700	8,200	0.54%
Franklin County Airport	Canon	18A	22	22	23	24	0.54%	4,000	4,100	4,200	4,400	0.54%
Cherokee County Airport	Canton	CNI	109	111	114	121	0.54%	30,000	30,600	31,500	33,200	0.54%
West Georgia Regional Airport-O.V. Gray Field	Carrollton	CTJ	103	105	108	114	0.54%	29,500	30,100	30,900	32,700	0.54%
Cartersville Airport	Cartersville	VPC	137	140	144	152	0.54%	25,550	26,100	26,800	28,300	0.54%
Polk County Airport-Cornelius Moore Field	Cedartown	4A4	21	21	22	23	0.54%	7,696	7,900	8,100	8,500	0.54%
Claxton-Evans County Airport	Claxton	CWV	11	11	12	12	0.54%	2,000	2,000	2,100	2,200	0.54%
Cochran Airport	Cochran	48A	17	17	18	19	0.54%	2,000	2,000	2,100	2,200	0.54%
Crisp County-Cordele Airport	Cordele	CKF	17	17	18	19	0.54%	4,381	4,500	4,600	4,900	0.54%
Habersham County Airport	Cornelia	AJR	74	76	78	82	0.54%	20,000	20,400	21,000	22,100	0.54%
Lower Chattahoochee Regional Airport	Cuthbert	25J	3	3	3	3	0.54%	500	500	500	600	0.54%
Lumpkin County-Wimpy's Airport	Dahlonega	9A0	20	20	21	22	0.54%	5,000	5,100	5,200	5,500	0.54%
Dalton Municipal Airport	Dalton	DNN	45	46	47	50	0.54%	1,825	1,900	1,900	2,000	0.54%
Dawson Municipal Airport	Dawson	16J	40	41	42	44	0.54%	10,811	11,000	11,300	12,000	0.54%
Donalsonville Municipal Airport	Donalsonville	17J	21	21	22	23	0.54%	5,412	5,500	5,700	6,000	0.54%
Douglas Municipal Airport	Douglas	DQH	31	32	33	34	0.54%	12,000	12,300	12,600	13,300	0.54%
W.H. "Bud" Barron Airport	Dublin	DBN	24	25	25	27	0.54%	8,000	8,200	8,400	8,900	0.54%
Heart Of Georgia Regional Airport	Eastman	EZM	26	27	27	29	0.54%	17,155	17,500	18,000	19,000	0.54%
Elbert County Airport-Patz Field	Elberton	EBA	22	22	23	24	0.54%	6,000	6,100	6,300	6,600	0.54%

TABLE 3-17: PROJECTIONS OF BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Airport	City	FAA ID	Based Aircraft					General Aviation Operations				
			2016	2020	2025	2035	CAGR 2016-35	2016	2020	2025	2035	CAGR 2016-35
Gilmer County Airport	Ellijay	49A	20	20	21	22	0.54%	2,162	2,200	2,300	2,400	0.54%
Fitzgerald Municipal Airport	Fitzgerald	FZG	32	33	34	35	0.54%	1,350	1,400	1,400	1,500	0.54%
Davis Field Airport	Folkston	3J6	5	5	5	6	0.54%	2,059	2,100	2,200	2,300	0.54%
Lee Gilmer Memorial Airport	Gainesville	GVL	134	137	140	148	0.54%	38,690	39,500	40,600	42,800	0.54%
Greene County Regional Airport	Greensboro	3J7	15	15	16	17	0.54%	1,100	1,100	1,200	1,200	0.54%
Griffin-Spalding County Airport	Griffin	6A2	99	101	104	110	0.54%	12,000	12,300	12,600	13,300	0.54%
Henry County Airport	Hampton	HMP	85	87	89	94	0.54%	7,000	7,100	7,300	7,700	0.54%
Hawkinsville-Pulaski County Airport	Hawkinsville	51A	2	2	2	2	0.54%	745	800	800	800	0.54%
Hazlehurst Airport	Hazlehurst	AZE	28	29	29	31	0.54%	1,400	1,400	1,500	1,500	0.54%
Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	Hinesville	LHW	24	25	25	27	0.54%	3,190	3,300	3,300	3,500	0.54%
Homerville Airport	Homerville	HOE	1	1	1	1	0.54%	832	800	900	900	0.54%
Pickens County Airport	Jasper	JZP	65	66	68	72	0.54%	19,817	20,200	20,800	21,900	0.54%
Jackson County Airport	Jefferson	JCA	58	59	61	64	0.54%	16,600	16,900	17,400	18,400	0.54%
Jekyll Island Airport	Jekyll Island	09J	5	5	5	6	0.54%	5,000	5,100	5,200	5,500	0.54%
Jesup-Wayne County Airport	Jesup	JES	15	15	16	17	0.54%	6,000	6,100	6,300	6,600	0.54%
Barwick Lafayette Airport	LaFayette	9A5	53	54	56	59	0.54%	6,500	6,600	6,800	7,200	0.54%
Lagrange-Callaway Airport	LaGrange	LGC	57	58	60	63	0.54%	12,000	12,300	12,600	13,300	0.54%
Gwinnett County Airport-Briscoe Field	Lawrenceville	LZU	213	217	223	236	0.54%	84,476	86,300	88,600	93,500	0.54%
Louisville Municipal Airport	Louisville	2J3	16	16	17	18	0.54%	6,000	6,100	6,300	6,600	0.54%
Macon Downtown Airport	Macon	MAC	31	32	33	34	0.54%	8,807	9,000	9,200	9,800	0.54%
Madison Municipal Airport	Madison	52A	18	18	19	20	0.54%	4,700	4,800	4,900	5,200	0.54%
Telfair-Wheeler Airport	Mc Rae	MQW	11	11	12	12	0.54%	3,000	3,100	3,100	3,300	0.54%
Metter Municipal Airport	Metter	MHP	19	19	20	21	0.54%	2,000	2,000	2,100	2,200	0.54%
Baldwin County Airport	Milledgeville	MLJ	24	25	25	27	0.54%	4,285	4,400	4,500	4,700	0.54%
Millen Airport	Millen	2J5	5	5	5	6	0.00%	1,040	1,000	1,000	1,000	0.54%

TABLE 3-17: PROJECTIONS OF BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Airport	City	FAA ID	Based Aircraft					General Aviation Operations				
			2016	2020	2025	2035	CAGR 2016-35	2016	2020	2025	2035	CAGR 2016-35
Monroe-Walton County Airport	Monroe	D73	37	38	39	41	0.54%	10,000	10,200	10,500	11,100	0.54%
Dr. C.P. Savage, Sr. Airport	Montezuma	53A	9	9	9	10	0.54%	500	500	500	600	0.54%
Moultrie Municipal Airport	Moultrie	MGR	31	32	33	34	0.54%	10,839	11,100	11,400	12,000	0.54%
Spence Airport	Moultrie	MUL	3	3	3	3	0.54%	1,100	1,100	1,200	1,200	0.54%
Brantley County Airport	Nahunta	4J1	0	0	0	0	0.00%	350	400	400	400	0.54%
Berrien County Airport	Nashville	4J2	9	9	9	10	0.54%	3,500	3,600	3,700	3,900	0.54%
Perry-Houston County Airport	Perry	PXE	90	92	94	100	0.54%	19,500	19,900	20,400	21,600	0.54%
Harris County Airport	Pine Mountain	PIM	22	22	23	24	0.54%	7,097	7,200	7,400	7,900	0.54%
Quitman Brooks County Airport	Quitman	4J5	21	21	22	23	0.54%	2,500	2,600	2,600	2,800	0.54%
Swinton Smith Field At Reidsville Municipal Airport	Reidsville	RVJ	11	11	12	12	0.54%	3,969	4,100	4,200	4,400	0.54%
Richard B. Russell Regional Airport - J.H. Towers Field	Rome	RMG	78	80	82	86	0.54%	36,538	37,300	38,300	40,500	0.54%
St Marys Airport	St Marys	4J6	15	15	16	17	0.54%	4,261	4,400	4,500	4,700	0.54%
Kaolin Field Airport	Sandersville	OKZ	17	17	18	19	0.54%	5,183	5,300	5,400	5,700	0.54%
Treutlen County Airport	Soperton	4J8	0	0	0	0	0.00%	600	600	600	600	0.54%
Statesboro-Bulloch County Airport	Statesboro	TBR	63	64	66	70	0.54%	18,500	18,900	19,400	20,500	0.54%
East Georgia Regional Airport	Swainsboro	SBO	13	13	14	14	0.54%	4,500	4,600	4,700	5,000	0.54%
Plantation Airpark	Sylvania	JYL	44	45	46	49	0.54%	12,000	12,300	12,600	13,300	0.54%
Sylvester Airport	Sylvester	SYV	2	2	2	2	0.54%	795	800	800	900	0.54%
Thomaston-Upson County Airport	Thomaston	OPN	90	92	94	100	0.54%	16,060	16,400	16,800	17,800	0.54%
Thomasville Regional Airport	Thomasville	TVI	60	61	63	66	0.54%	10,085	10,300	10,600	11,200	0.54%
Thomson-McDuffie Regional Airport	Thomson	HQU	24	25	25	27	0.54%	10,105	10,300	10,600	11,200	0.54%
Henry Tift Myers Airport	Tifton	TMA	33	34	35	37	0.54%	8,000	8,200	8,400	8,900	0.54%
Toccoa Airport-RG LeTourneau Field	Toccoa	TOC	52	53	55	58	0.54%	7,300	7,500	7,700	8,100	0.54%
Vidalia Regional Airport	Vidalia	VDI	32	33	34	35	0.54%	17,500	17,900	18,300	19,400	0.54%
Roosevelt Memorial Airport	Warm Springs	5A9	13	13	14	14	0.54%	3,000	3,100	3,100	3,300	0.54%

TABLE 3-17: PROJECTIONS OF BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Airport	City	FAA ID	Based Aircraft					General Aviation Operations				
			2016	2020	2025	2035	CAGR 2016-35	2016	2020	2025	2035	CAGR 2016-35
Washington-Wilkes County Airport	Washington	IIY	16	16	17	18	0.54%	6,000	6,100	6,300	6,600	0.54%
Waycross-Ware County Airport	Waycross	AYS	35	36	37	39	0.54%	5,860	6,000	6,100	6,500	0.54%
Burke County Airport	Waynesboro	BXG	12	12	13	13	0.54%	3,000	3,100	3,100	3,300	0.54%
Barrow County Airport	Winder	WDR	109	111	114	121	0.54%	36,000	36,800	37,700	39,900	0.54%
Wrens Memorial Airport	Wrens	65J	9	9	9	10	0.54%	1,976	2,000	2,100	2,200	0.54%
Georgia Statewide Total			**4,852**	**4,954**	**5,087**	**5,372**	**0.54%**	**1,508,286**	**1,540,000**	**1,581,300**	**1,669,600**	**0.54%**

Source: Marr Arnold Planning
Notes: CAGR = compound annual growth rate

4. EXISTING SYSTEM EVALUATION

An important part to updating the GSASP is evaluating Georgia's airport system to determine its current performance. The evaluation is supported using several predetermined system performance measures. The performance measures are generally reflective of characteristics that define an airport system that functions at a high level, meeting the state's transportation and economic needs and objectives. For this update to the GSASP, the following system performance measures were considered:

- 60-minute proximity to an airport with scheduled commercial airline service
- 30-minute proximity to an airport
- 30-minute proximity to an airport with any published approach
- 45-minute proximity to an airport with an approach that provides vertical guidance (ILS or LPV)
- 30-minute proximity to an airport with on-site weather reporting equipment (AWOS/ASOS)
- 30-minute proximity to an airport with one runway at least 4,000 feet long
- 30-minute proximity to an airport with one runway at least 5,000 feet long
- 45-minute proximity to an airport with one runway at least 5,500 feet long
- Primary runways meeting a Pavement Condition Index (PCI) objective of 70
- Primary runways meeting Runway Safety Area (RSA) objectives
- Applicable primary runways meeting runway/taxiway separation standards

Using these performance measures, a geographic information system (GIS) was used to determine current accessibility to applicable factors. The results of the GIS analysis are discussed in the following sections. Also provided is information that shows how system performance has changed for most measures since the preparation of the last GSASP in 2002, and information on potential improvements for system performance if planned improvements are implemented.

In addition to these performance measures, the system was also evaluated relative to three other characteristics. The additional evaluation factors considered:

- Runway protection zones (RPZs) that are under airport control
- Local governments near Georgia airports that have taken steps to promote compatible land use and/or to implement height zoning
- Airports with through-the-fence operators and the status of agreements with these operators

Results from each of these three additional evaluation factors are presented at the end of this chapter.

4.1 60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service

The number of airports in Georgia served by a scheduled commercial airline carrier has changed since the preparation of the last GSASP. At the time of the last GSASP, Athens had scheduled commercial airline service; as of February 2018, this airport did not have a scheduled carrier. Georgia's commercial service airports, along with their current carrier status, are as follows:

- Athens-Ben Epps Airport (seeking service)
- Southwest Georgia Regional Airport (one carrier)

- Augusta Regional Airport (two carriers)
- Brunswick-Golden Isles Airport (one carrier)
- Columbus Airport (one carrier)
- Middle Georgia Regional Airport (one carrier from Macon to Washington DC on Contour Airlines/Supported by Essential Air Service [EAS] operating subsidy)
- Savannah/Hilton Head International Airport (five carriers)
- Valdosta Regional Airport (one carrier)

Information on airline service noted above is subject to change.

For this system performance measure, a 60-minute drive time was used for all commercial airports. The initial accessibility analysis for this performance measure assumed that both Athens and Macon had at least one scheduled carrier, and that the service area for Hartsfield was also only 60 minutes. It is worth noting that depending on the level of service and comparative fares, travelers may be willing to drive more than 60 minutes to reach a commercial service airport.

Current accessibility to Georgia's commercial airports is shown on **Figure 4-1**. As shown on **Figure 4-1**, when 60-minute drive time service areas are considered, approximately 81 percent of Georgia's residents are within 60 minutes or less of one or more of Georgia's commercial service airports. This accessibility assumes commercial service is available at Athens. It also assumes that the service area for Hartsfield is only 60 minutes; in reality, the service area for this major facility is far more extensive.

For the GSASP update, the role that airports in bordering states play in meeting Georgia's aviation needs was also considered for all performance measures. **Figure 4-2** shows accessibility when commercial airports in Georgia and commercial airports in nearby states are considered. The accessibility calculation is based on a 60-minute drive time for all airports. As **Figure 4-2** shows, when commercial airports in nearby states are also considered, accessibility increases from almost 81 percent to over 85 percent.

While commercial airports in nearby states play a role in improving commercial airline access for some parts of Georgia, in some instances these out-of-state airports are also attracting demand that is actually closer to a commercial airport in Georgia. Diversion of commercial airline passengers from one airport to another often takes place when a nearby/alternative airport has a greater frequency of service and/or lower fares. A passenger demand/diversion study was not part of the GSASP update. However, based on information from other sources, diversion of Georgia passengers to out-of-state airports does occur. Commercial airports in other states that are closest to Georgia are shown on **Figure 4-2**.

A significant amount of passenger diversion also takes place between other commercial airports in Georgia and Hartsfield-Jackson Atlanta International Airport. In reality, Georgia customers for this major commercial airport routinely drive more than three hours to depart on a commercial flight from this airport.

Similar to small commercial airports in all states, Georgia's smaller commercial airports have struggled to attract and retain commercial airline service. As previously mentioned, as of February 2018, the commercial airport serving Athens is without service. As **Figure 4-3** indicates, based on 60-minute drive time service areas, when neither the Macon or the Athens market is served by a commercial carrier, accessibility for this performance measure (Georgia airports only) drops from almost 81 percent to 69 percent.

In recent years, the commercial air carriers in the United States have made a tremendous and successful push toward increasing their profitability. This push is likely to continue and as a result, some industry analysts believe that some airports with single carrier service could be at risk. This risk is associated not only with airline

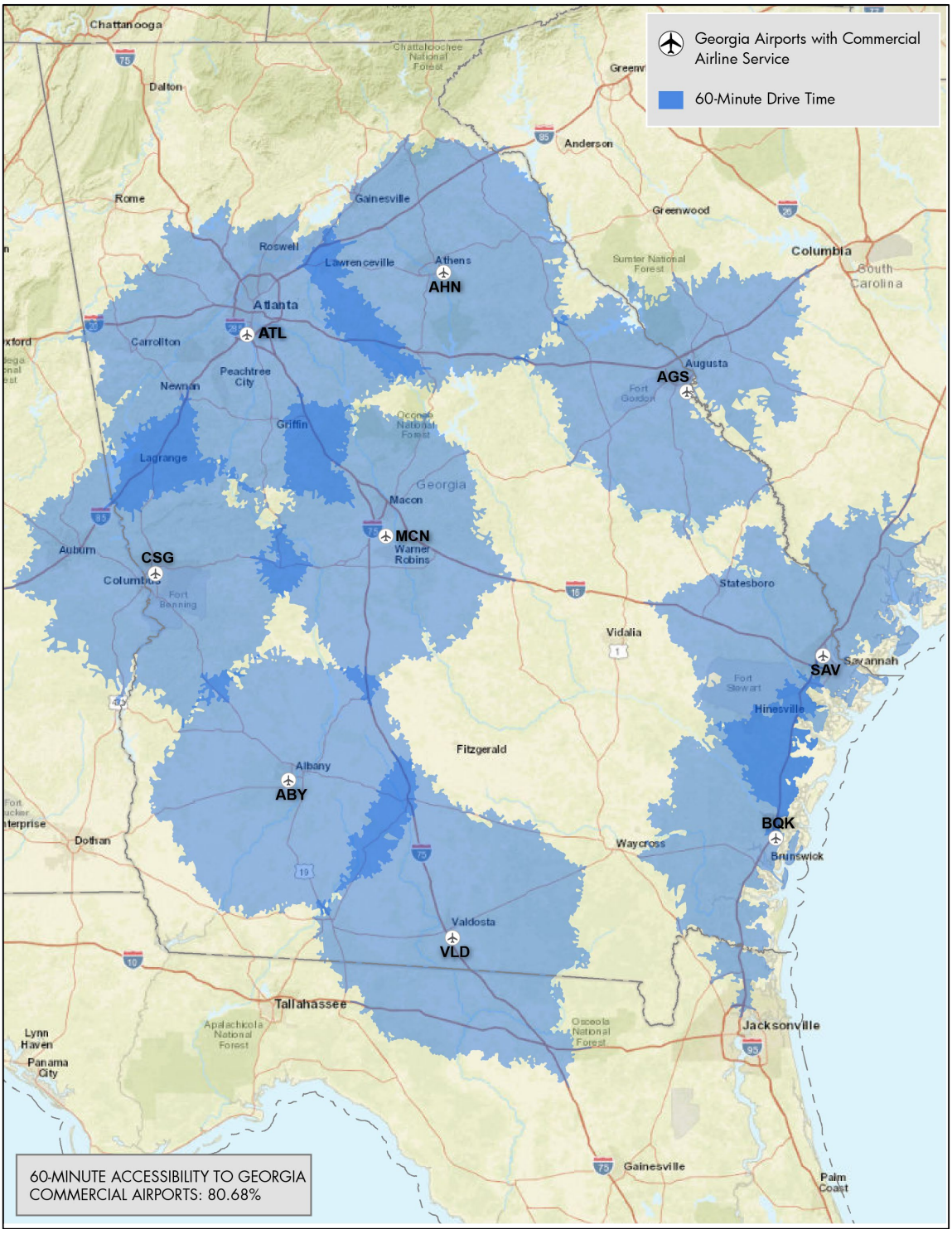
cost saving measures, but also with the fact that there is an anticipated pilot shortage for the commercial carriers.

As a means of showing what could happen to commercial airport accessibility without Georgia's single-carrier commercial airports, **Figure 4-4** was prepared. In **Figure 4-4**, only 60-minute service areas for Hartsfield, Savannah, and Augusta are shown; these are the commercial airports in Georgia that currently have two or more scheduled carriers. As this figure reflects, 60-minute accessibility to a commercial airport falls to 58.27 percent.

In the deregulated commercial airline industry, carriers are free to enter and exit airports as market demand and other conditions dictate. Neither federal or state governments can regulate or mandate commercial airline service. The best defense for communities who wish to retain, if not expand, their commercial airline service, is to use the service they currently have. Diverting local passenger originations to another airport, whether that be a Georgia airport or an out-of-state airport, dilutes demand and jeopardizes airline service.

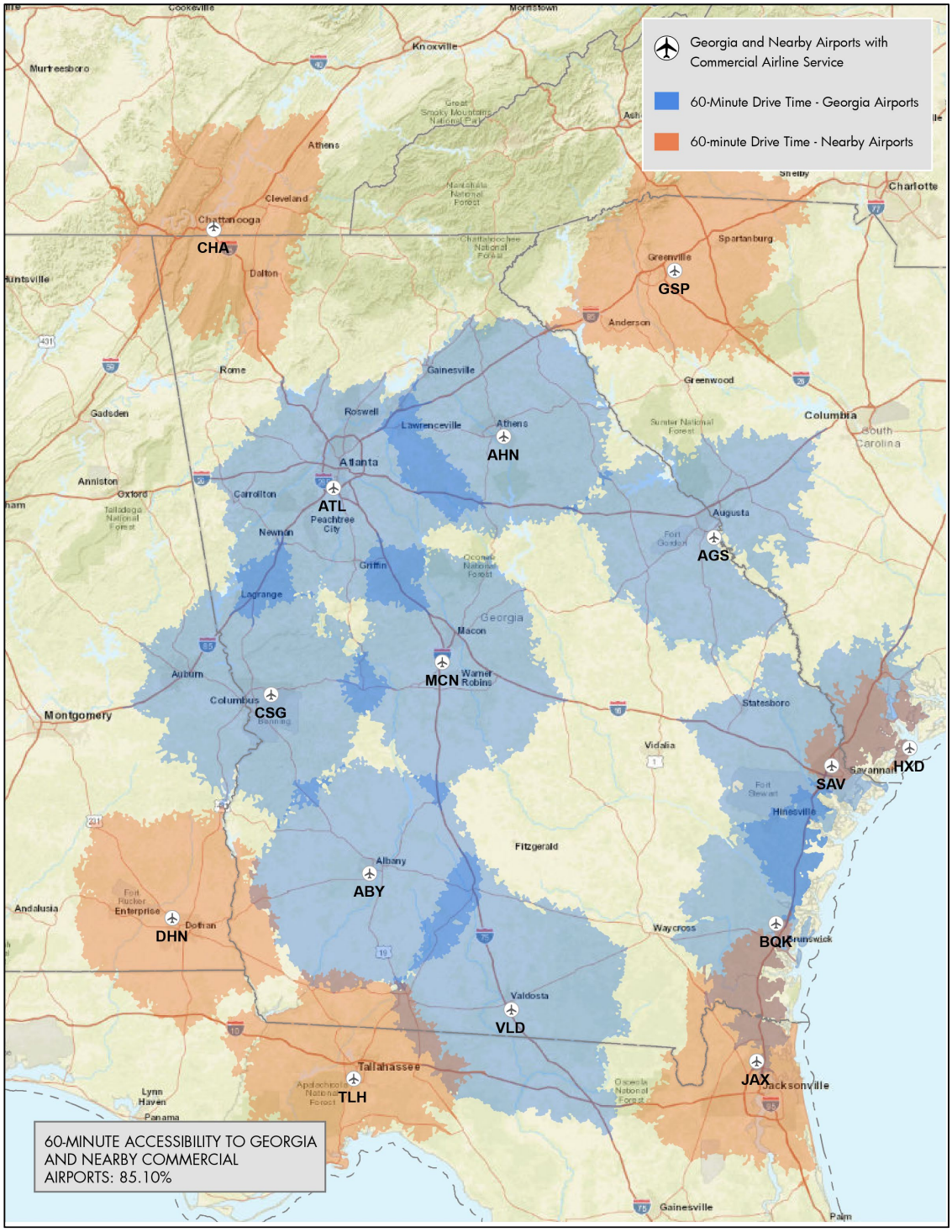
There is little likelihood that Georgia will have additional airports with scheduled commercial airline service. Current 60-minute coverage for both Georgia and nearby out-of-state commercial airports most likely represents a best-case scenario for this performance measure. On the other hand, without local support, smaller commercial airports in Georgia could be at risk, and accessibility for this system performance measure could decrease in the future.

FIGURE 4-1: 60-MINUTE ACCESSIBILITY TO GEORGIA COMMERCIAL AIRPORTS



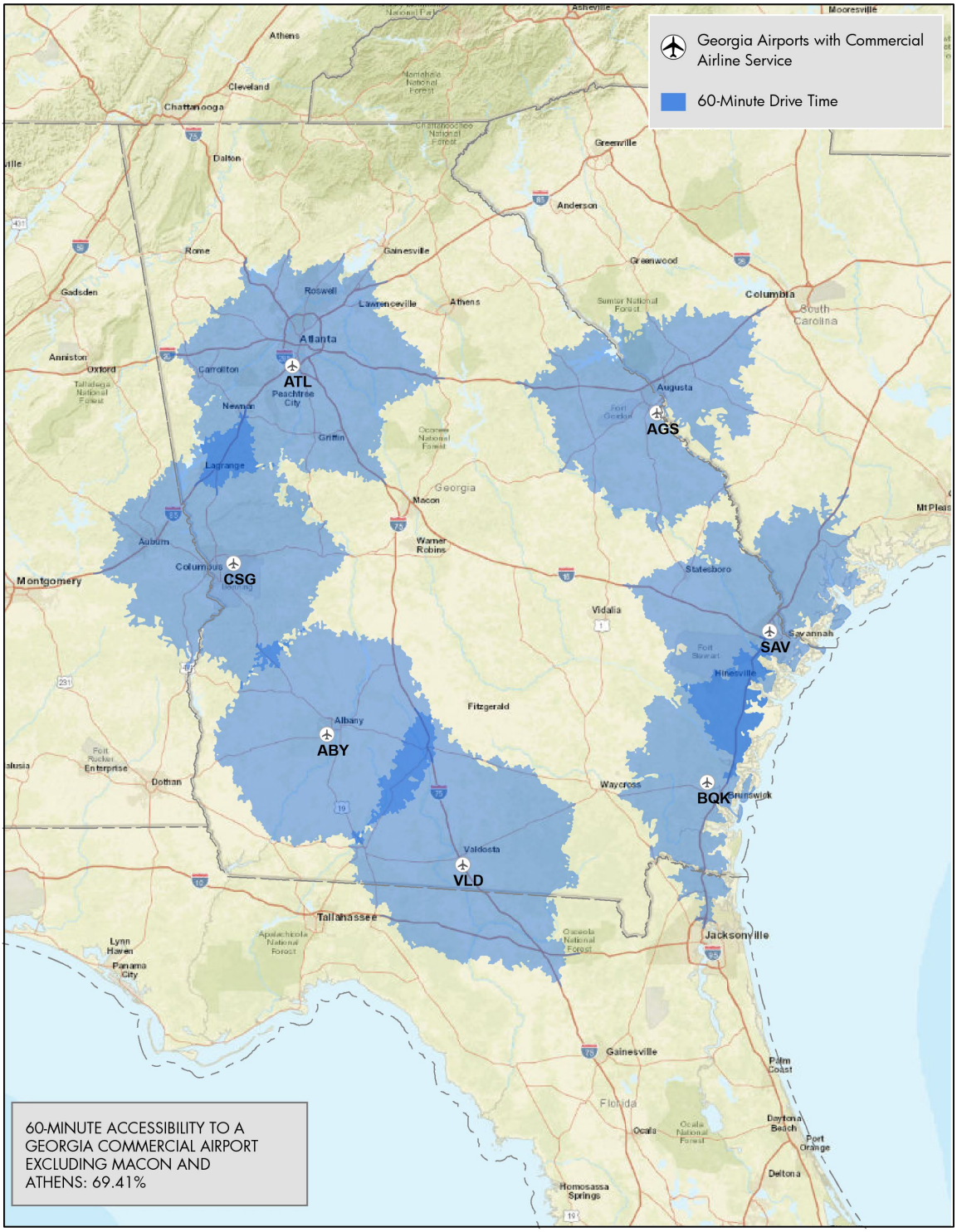
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-2: 60-MINUTE ACCESSIBILITY TO GEORGIA AND NEARBY COMMERCIAL AIRPORTS



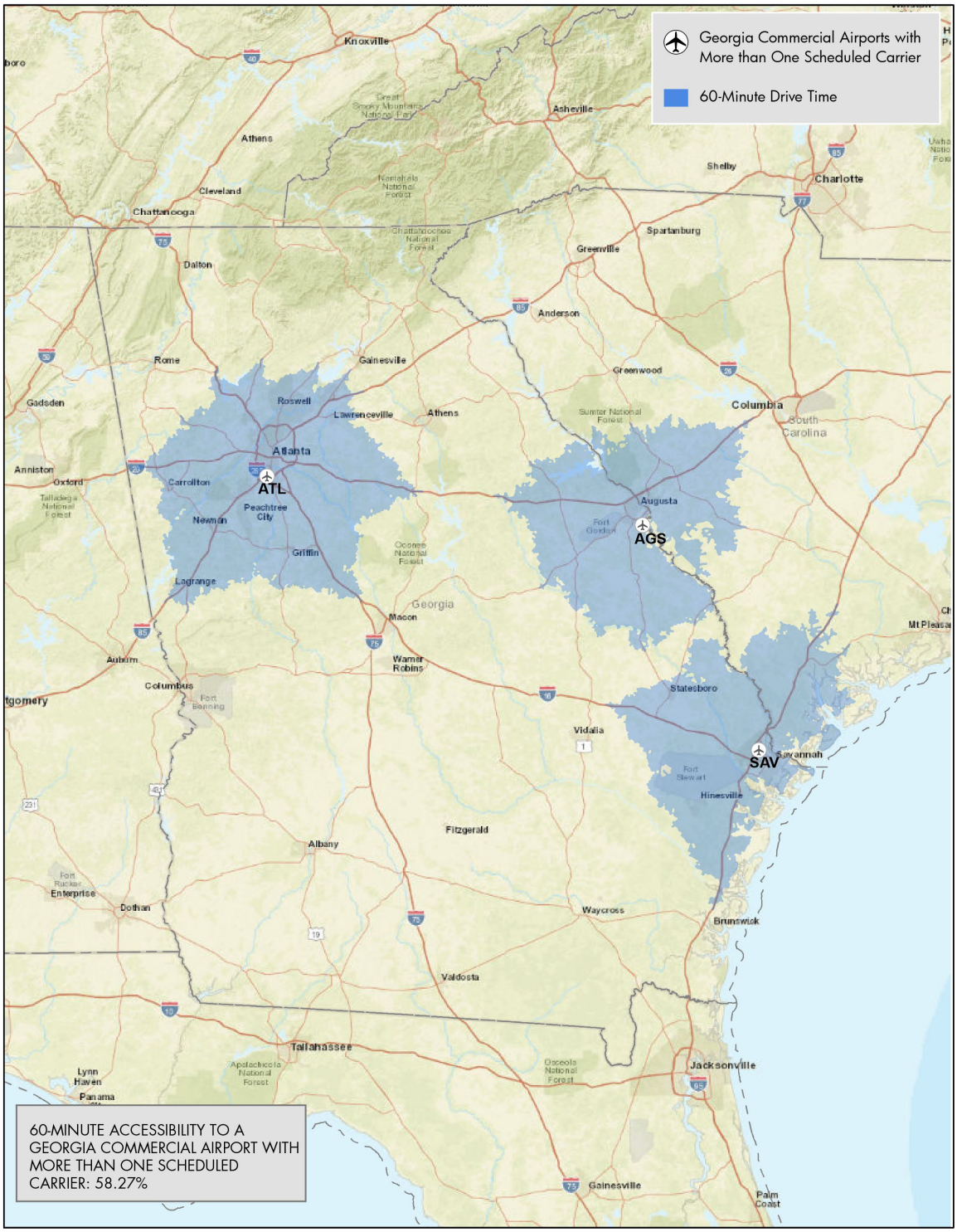
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-3: 60-MINUTE ACCESSIBILITY TO A GEORGIA COMMERCIAL AIRPORT EXCLUDING MACON AND ATHENS



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-4: 60-MINUTE ACCESSIBILITY TO A GEORGIA COMMERCIAL AIRPORT WITH MORE THAN ONE SCHEDULED CARRIER



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

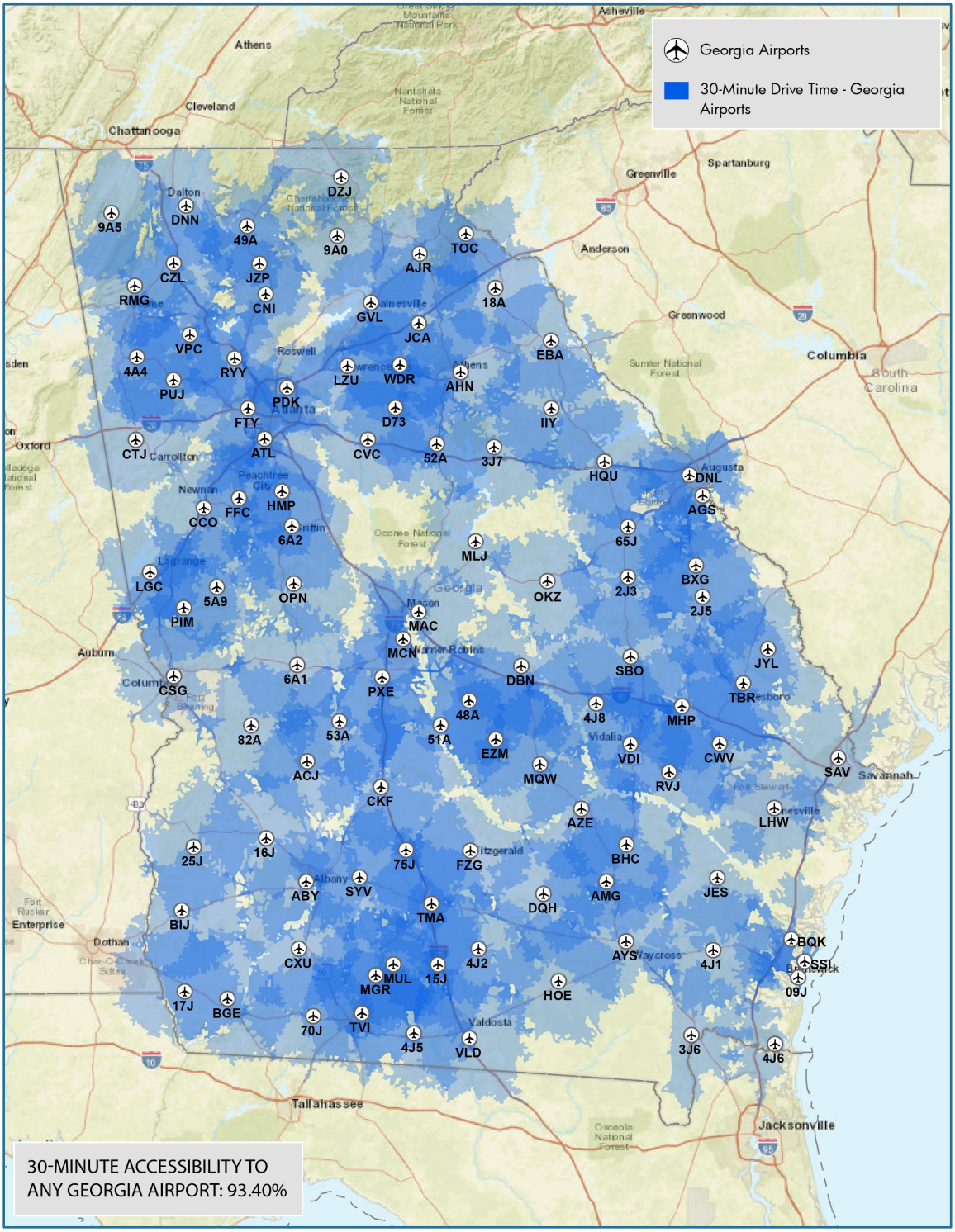
4.2 30-Minute Accessibility to An Airport

As discussed in the Inventory chapter, there are 103 existing public airports in Georgia. This performance measure evaluates accessibility to these airports. **Figure 4-5** shows accessibility at a 30-minute drive time to any of the Georgia system airports. As shown, accessibility at a 30-minute drive time is 93.40 percent: nearly all areas of the state are within proximity to one of the public system airports.

When nearby airports in neighboring states are considered, accessibility increases from 93.40 percent to 93.72 percent as shown in **Figure 4-6**.

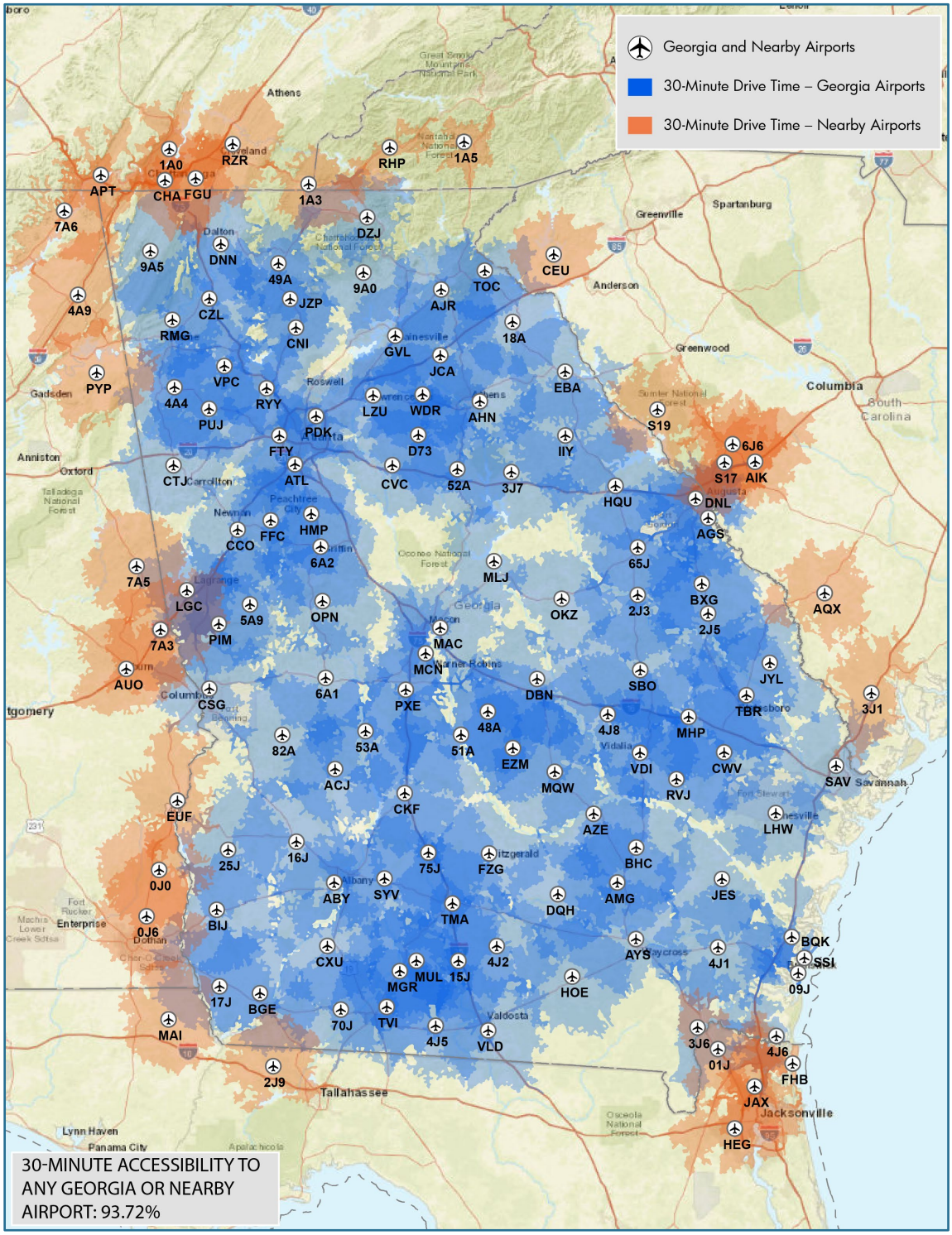
At the time of this study, GDOT was conducting an airport replacement placement study for Southeast Georgia (Camden and Charlton Counties). While a specific site for a replacement airport has not yet been determined, a general proxy for this site has been included in this analysis. Another study is also underway to move a privately owned airport in the Forsyth/Dawson County area into the state's public airport system. Both of these airports are included in **Figure 4-7** and are included in the increased accessibility rating of 93.89 percent**.**

FIGURE 4-5: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA PUBLIC AIRPORT



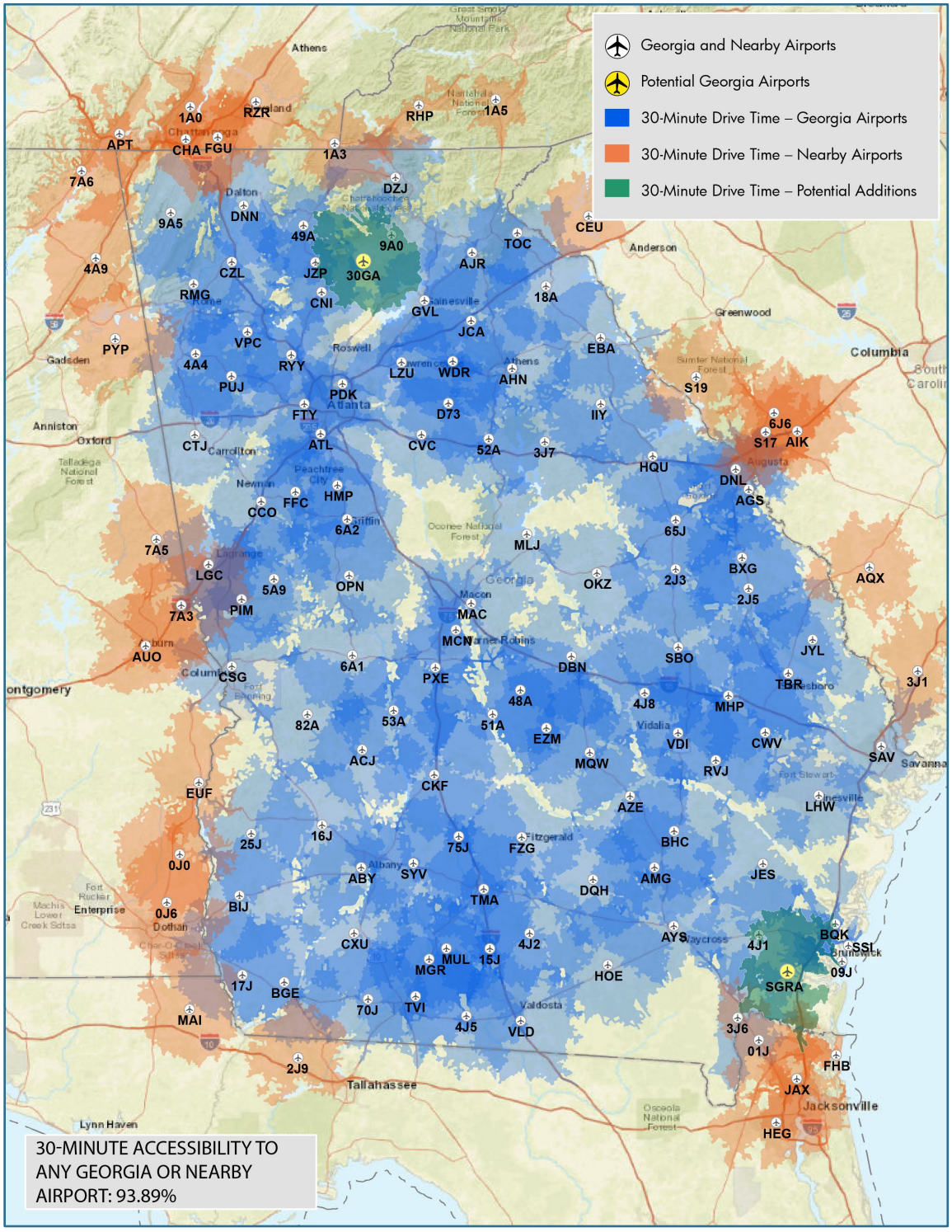
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-6: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-7: 30-MINUTE POTENTIAL ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT

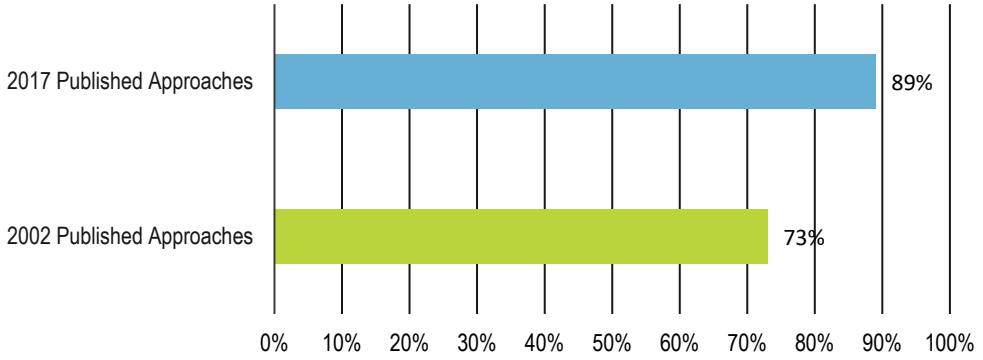


Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

4.3 30-Minute Accessibility to An Airport with a Published Approach

During periods of reduced visibility and nighttime operating conditions, airports with a published approach have increased operational flexibility. Since the preparation of the last GSASP in 2002, satellite approaches (GPS) have become far more prevalent. **Figure 4-8** shows how total system performance for this measure has changed.

FIGURE 4-8: PERCENTAGE OF AIRPORTS WITH A PUBLISHED APPROACH



Source: Jviation

At the time of the previous GSASP, 73 percent of all system airports had a published approach to at least one runway end. Data gathered to support this GSASP Update shows that system performance for this measure has increased as shown in **Table 4-1**. Currently, 89 percent of all system airports have a published approach to at least one runway end.

TABLE 4-1 AIRPORTS WITH A PUBLISHED APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Published Approach	2017 Published Approach
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	Yes	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	III	Yes	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	Yes	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes

TABLE 4-1 AIRPORTS WITH A PUBLISHED APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Published Approach	2017 Published Approach
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	Yes	Yes
Blairsville	Blairsville Airport	DZJ	III	No	Yes
Blakely	Early County Airport	BIJ	III	Yes	Yes
Calhoun	Tom B. David Field Airport	CZL	III	Yes	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	Yes	Yes
Dalton	Dalton Municipal Airport	DNN	III	Yes	Yes
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	Yes	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	Yes
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	Yes	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	Yes	Yes
Tifton	Henry Tift Myers Airport	TMA	III	Yes	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	Yes	Yes
Alma	Bacon County Airport	AMG	II	Yes	Yes
Baxley	Baxley Municipal Airport	BHC	II	Yes	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes
Butler	Butler Municipal Airport	6A1	II	No	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	No	Yes

TABLE 4-1 AIRPORTS WITH A PUBLISHED APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Published Approach	2017 Published Approach
Canton	Cherokee County Airport	CNI	II	Yes	Yes
Claxton	Claxton-Evans County Airport	CWV	II	Yes	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	Yes	Yes
Dawson	Dawson Municipal Airport	16J	II	Yes	Yes
Donalsonville	Donalsonville Municipal Airport	17J	II	Yes	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	Yes	Yes
Greensboro	Greene County Regional Airport	3J7	II	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	Yes	Yes
Hampton	Henry County Airport	HMP	II	Yes	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	Yes
Homerville	Homerville Airport	HOE	II	Yes	Yes
Jasper	Pickens County Airport	JZP	II	Yes	Yes
Jefferson	Jackson County Airport	JCA	II	Yes	Yes
LaFayette	Barwick LaFayette Airport	9A5	II	Yes	Yes
Macon	Macon Downtown Airport	MAC	II	Yes	Yes
Monroe	Monroe-Walton County Airport	D73	II	Yes	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	Yes	Yes
Perry	Perry-Houston County Airport	PXE	II	Yes	Yes
Pine Mountain	Harris County Airport	PIM	II	Yes	Yes
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes
St Marys	St Marys Airport	4J6	II	No	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	Yes	Yes
Sylvania	Plantation Airpark	JYL	II	Yes	Yes
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	II	No	Yes
Washington	Washington-Wilkes County Airport	IIY	II	Yes	Yes
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	Yes
Augusta	Daniel Field Airport	DNL	I	Yes	Yes
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	Yes	Yes
Canon	Franklin County Airport	18A	I	No	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	Yes	Yes
Cochran	Cochran Airport	48A	I	Yes	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	Yes	Yes

TABLE 4-1 AIRPORTS WITH A PUBLISHED APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Published Approach	2017 Published Approach
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	Yes	Yes
Jekyll Island	Jekyll Island Airport	09J	I	No	Yes
Madison	Madison Municipal Airport	52A	I	No	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	Yes
Metter	Metter Municipal Airport	MHP	I	Yes	Yes
Millen	Millen Airport	2J5	I	No	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	Yes	Yes
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	Yes
Nashville	Berrien County Airport	4J2	I	Yes	Yes
Quitman	Quitman Brooks County Airport	4J5	I	No	Yes
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	Yes
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	No
Waynesboro	Burke County Airport	BXG	I	Yes	Yes
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

Figure 4-9 graphically depicts current system-wide 30-minute accessibility to an airport with at least one published approach. As shown, over 92.31 percent of the state's population is now within a service area of one or more airports with a published approach.

Figure 4-10 shows that when out-of-state airports are considered, current accessibility increases slightly from 92.31 percent to 93.08 percent. The small increase is a result of overlapping service areas for Georgia and out-of-state airports, along with the fact that areas of Georgia gaining coverage from out-of-state airports are relatively unpopulated. As far as out-of-state airports contributing to accessibility, this is the case for many of the performance measures.

Based on facility/service objective for airports in Georgia, ideally all airports in the Georgia system should have a published approach to at least one runway end. Currently, there are 91 airports in the system that have a published approach. In some instances, because of physical constraints, the objective for all airports to have a published approach may not be reached.

GIS analysis completed in this study (**Figure 4-11**) shows that when a 30-minute service area for Georgia and nearby out-of-state airports is considered, 94.27 percent of the state's population is within 30 minutes or less of one or more airports. The target for system performance for this measure is to increase system performance,

as feasible, to this level (94.27 percent) of accessibility. As discussed previously, an airport replacement placement study for Southeast Georgia (Camden and Charlton Counties) is being completed, although a specific site has not been chosen. Additionally, in the Forsyth/Dawson County area, a private airport may move into the state's public airport system. Both of these airports are included in **Figure 4-11** and are included in the increased accessibility rating**.**

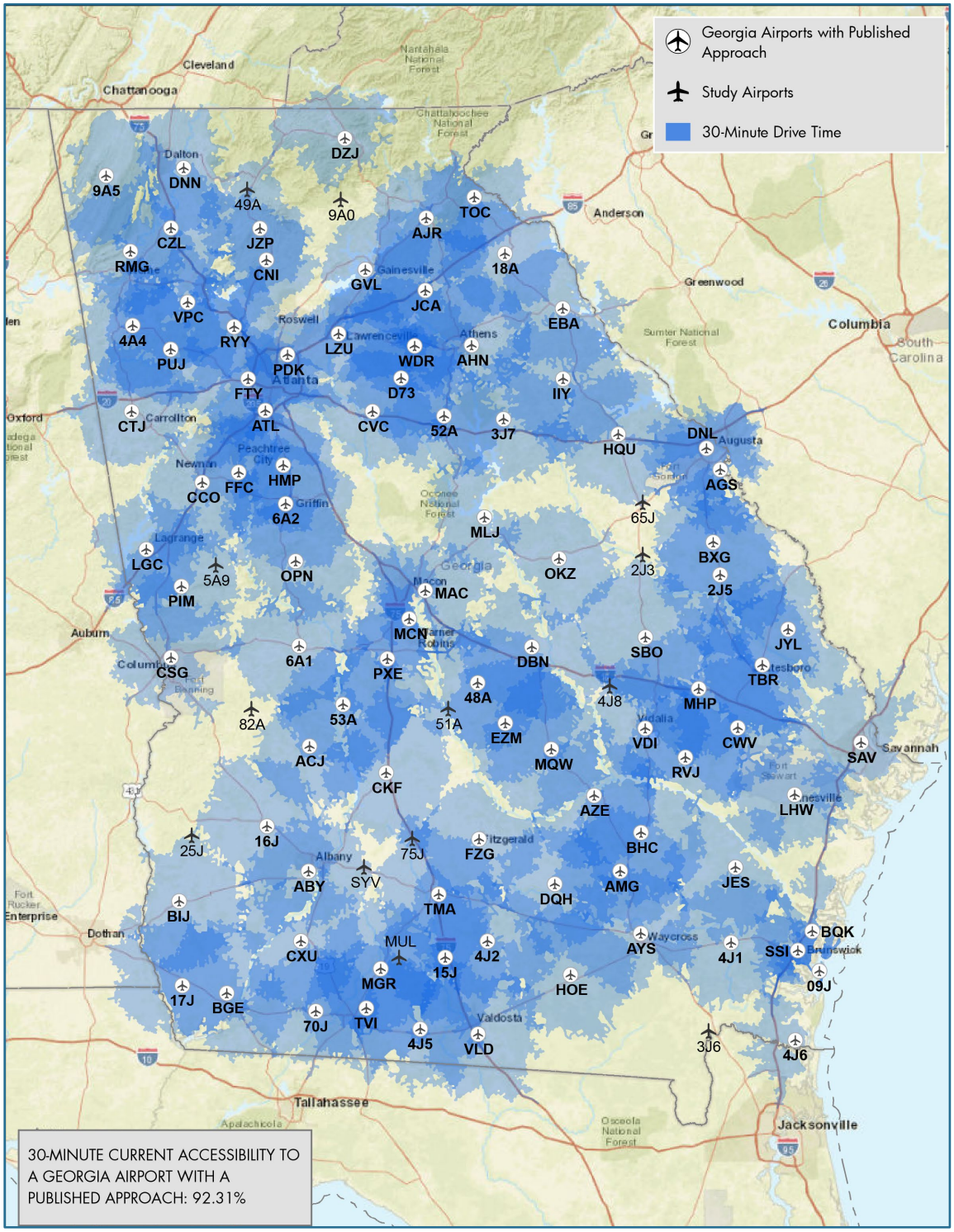
According to information from the FAA, three additional Georgia airports have near-term pending/programed published approaches. These airports are:

- Tuner County Airport (75J)
- Gilmer County Airport (49A)
- Louisville Municipal Airport (2J3): *RNAV (GPS) approach published as of 8/17/2017*

Figure 4-12 depicts additional system accessibility that will be achieved when these additional approaches are operational. As shown, accessibility, considering both Georgia and out-of-state airports could increase from 93.08 percent to 93.20 percent.

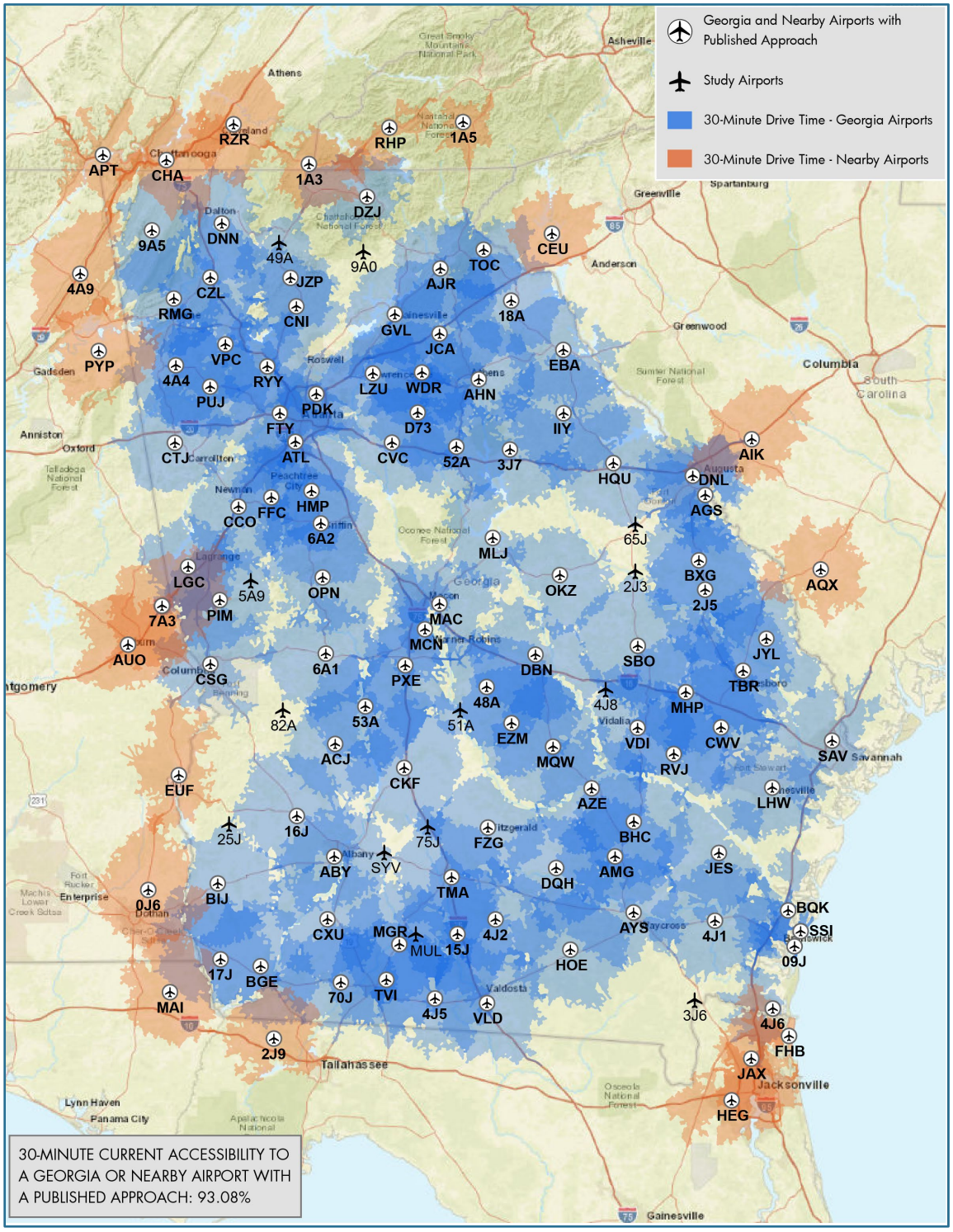
The GSASP recommends that, as feasible, all airports included in Georgia's state airport system work with FAA to secure a published approach.

FIGURE 4-9: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA AIRPORT WITH A PUBLISHED APPROACH



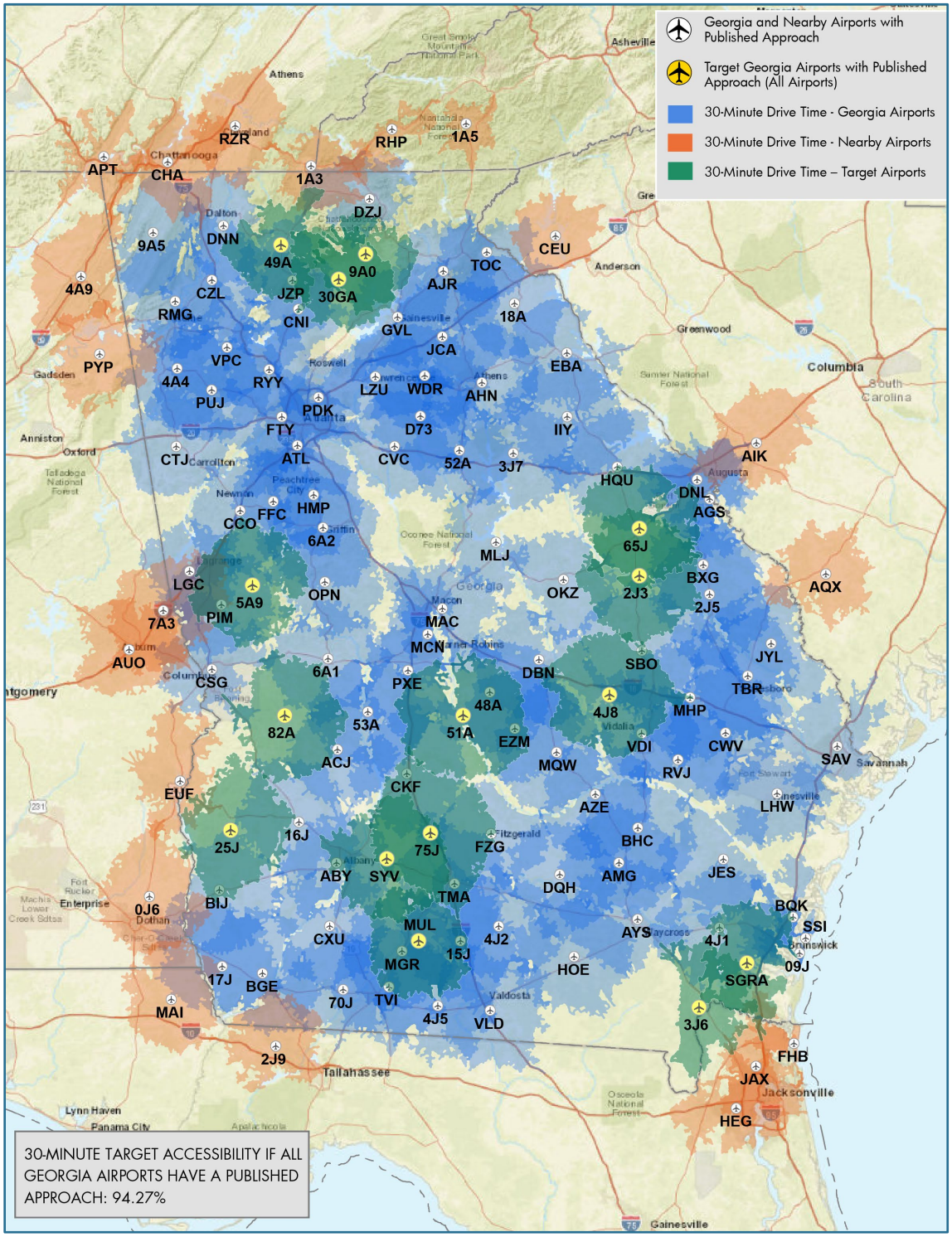
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

FIGURE 4-10: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A PUBLISHED APPROACH



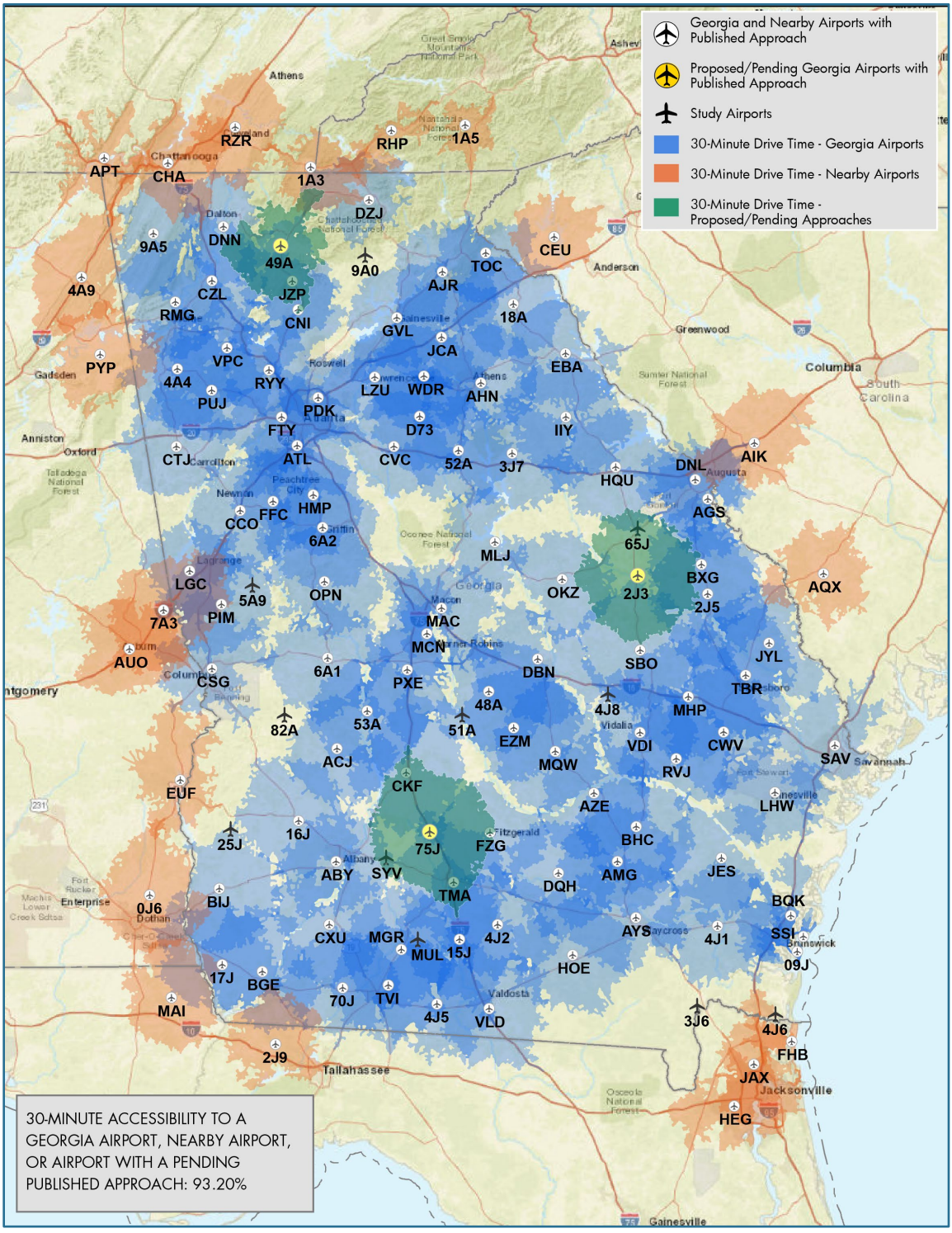
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

FIGURE 4-11: 30-MINUTE TARGET ACCESSIBILITY IF ALL GEORGIA AIRPORTS HAVE A PUBLISHED APPROACH



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

FIGURE 4-12: 30-MINUTE ACCESSIBILITY TO A PROPOSED/PENDING PUBLISHED APPROACH



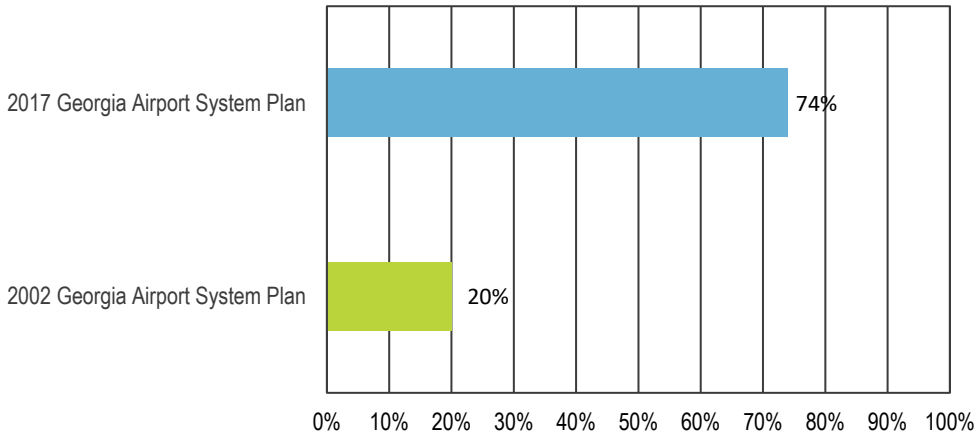
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

4.4 45-Minute Accessibility to an Airport with a Vertical Guidance Approach

Since the last GSASP, new technology enables airports to have precision type approaches that provide *both* lateral and vertical guidance without the ground-based equipment that was previously needed to support a precision approach. These new approaches are commonly referred to as an LPV approach. New technology has enabled Georgia airports to make significant gains as they relate to performance for this measure.

At the time of the 2002 GSASP, less than 20 percent of all airports in the Georgia system had an approach that provided vertical guidance to at least one runway end, as shown in **Table 4-2**. Today, this percentage has increased to 74 percent. **Figure 4-13** reflects the significant gains that the Georgia airport system has made relative to this measure.

FIGURE 4-13: PERCENTAGE OF AIRPORTS WITH A VERTICAL GUIDANCE APPROACH



Source: Jviation

TABLE 4-2: AIRPORTS WITH A VERTICAL GUIDANCE APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Precision Approach	2017 Precision Approach
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes-ILS
Athens	Athens-Ben Epps Airport	AHN	III	Yes	Yes-ILS
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes-ILS
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes-ILS
Columbus	Columbus Airport	CSG	III	Yes	Yes-ILS
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes-ILS
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes-ILS
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes-ILS
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	No	Yes-ILS
Atlanta	Newnan-Coweta County Airport	CCO	III	No	Yes-ILS
Atlanta	Covington Municipal Airport	CVC	III	No	Yes-LPV

TABLE 4-2: AIRPORTS WITH A VERTICAL GUIDANCE APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Precision Approach	2017 Precision Approach
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	No	Yes-ILS
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes-ILS
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes-ILS
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes-ILS
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes-ILS
Bainbridge	Decatur County Industrial Air Park	BGE	III	No	Yes-ILS
Blairsville	Blairsville Airport	DZJ	III	No	No
Blakely	Early County Airport	BIJ	III	No	Yes-LPV
Calhoun	Tom B. David Field Airport	CZL	III	No	Yes-LPV
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	No	Yes-ILS
Cartersville	Cartersville Airport	VPC	III	No	Yes-LPV
Cornelia	Habersham County Airport	AJR	III	No	Yes-LPV
Dalton	Dalton Municipal Airport	DNN	III	No	Yes-ILS
Douglas	Douglas Municipal Airport	DQH	III	No	Yes-ILS
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes-ILS
Eastman	Heart of Georgia Regional Airport	EZM	III	No	Yes-ILS
Gainesville	Lee Gilmer Memorial Airport	GVL	III	No	Yes-ILS
Jesup	Jesup-Wayne County Airport	JES	III	No	Yes-LPV
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes-ILS
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes-ILS
Louisville	Louisville Municipal Airport	2J3	III	No	No
Milledgeville	Baldwin County Airport	MLJ	III	No	Yes-LPV
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes-ILS
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes-ILS
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes-ILS
Thomasville	Thomasville Regional Airport	TVI	III	No	Yes-ILS
Thomson	Thomson-McDuffie Regional Airport	HQU	III	No	Yes-ILS
Tifton	Henry Tift Myers Airport	TMA	III	Yes	Yes-ILS
Vidalia	Vidalia Regional Airport	VDI	III	No	Yes-ILS
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes-ILS
Winder	Barrow County Airport	WDR	III	No	Yes-ILS
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	No	Yes-LPV
Alma	Bacon County Airport	AMG	II	No	Yes-LPV
Baxley	Baxley Municipal Airport	BHC	II	No	Yes-LPV
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	No	No

TABLE 4-2: AIRPORTS WITH A VERTICAL GUIDANCE APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Precision Approach	2017 Precision Approach
Butler	Butler Municipal Airport	6A1	II	No	Yes-LPV
Camilla	Camilla-Mitchell County Airport	CXU	II	No	Yes-LPV
Canton	Cherokee County Airport	CNI	II	No	Yes-LPV
Claxton	Claxton-Evans County Airport	CWV	II	No	Yes-LPV
Cordele	Crisp County-Cordele Airport	CKF	II	No	Yes-LPV
Dawson	Dawson Municipal Airport	16J	II	No	No
Donalsonville	Donalsonville Municipal Airport	17J	II	No	Yes-LPV
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	No	Yes-LPV
Greensboro	Greene County Regional Airport	3J7	II	No	Yes-LPV
Griffin	Griffin-Spalding County Airport	6A2	II	No	Yes-LPV
Hampton	Henry County Airport	HMP	II	No	No
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	Yes-LPV
Homerville	Homerville Airport	HOE	II	No	Yes-LPV
Jasper	Pickens County Airport	JZP	II	No	Yes-LPV
Jefferson	Jackson County Airport	JCA	II	No	Yes-LPV
LaFayette	Barwick Lafayette Airport	9A5	II	No	No
Macon	Macon Downtown Airport	MAC	II	No	Yes-LPV
Monroe	Monroe-Walton County Airport	D73	II	No	No
Moultrie	Moultrie Municipal Airport	MGR	II	No	Yes-LPV
Perry	Perry-Houston County Airport	PXE	II	No	Yes-ILS
Pine Mountain	Harris County Airport	PIM	II	No	Yes-LPV
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes-LPV
St Marys	St Marys Airport	4J6	II	No	Yes-LPV
Swainsboro	East Georgia Regional Airport	SBO	II	No	Yes-ILS
Sylvania	Plantation Airpark	JYL	II	No	Yes-LPV
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	No	Yes-LPV
Washington	Washington-Wilkes County Airport	IIY	II	No	Yes-LPV
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	No
Augusta	Daniel Field Airport	DNL	I	No	No
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	No	Yes-LPV
Canon	Franklin County Airport	18A	I	No	Yes-LPV
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	No	Yes-LPV
Cochran	Cochran Airport	48A	I	No	Yes-LPV
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No

TABLE 4-2: AIRPORTS WITH A VERTICAL GUIDANCE APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Precision Approach	2017 Precision Approach
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	No	No
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	No	No
Jekyll Island	Jekyll Island Airport	09J	I	No	Yes-LPV
Madison	Madison Municipal Airport	52A	I	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	No
Metter	Metter Municipal Airport	MHP	I	No	Yes-LPV
Millen	Millen Airport	2J5	I	No	Yes-LPV
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	No	No
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	Yes-LPV
Nashville	Berrien County Airport	4J2	I	No	Yes-LPV
Quitman	Quitman Brooks County Airport	4J5	I	No	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	No
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	No
Waynesboro	Burke County Airport	BXG	I	No	No
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
*Paulding-Northwest Atlanta Airport was not opened until after 2002

Facility and service objectives for the Georgia airports call for all Level III airports to have an approach with vertical guidance. Almost all Level III airports meet this objective, and many of Georgia's Level II and Level I airports also have an LPV approach. Using a 45-minute drive time service area, **Figure 4-14** shows current 45-minute accessibility to an airport with an ILS/LPV approach. As **Figure 4-14** shows, over 98 percent of Georgia has accessibility to one or more airports with an approach supported by vertical guidance (considering a 45-minute drive time service area).

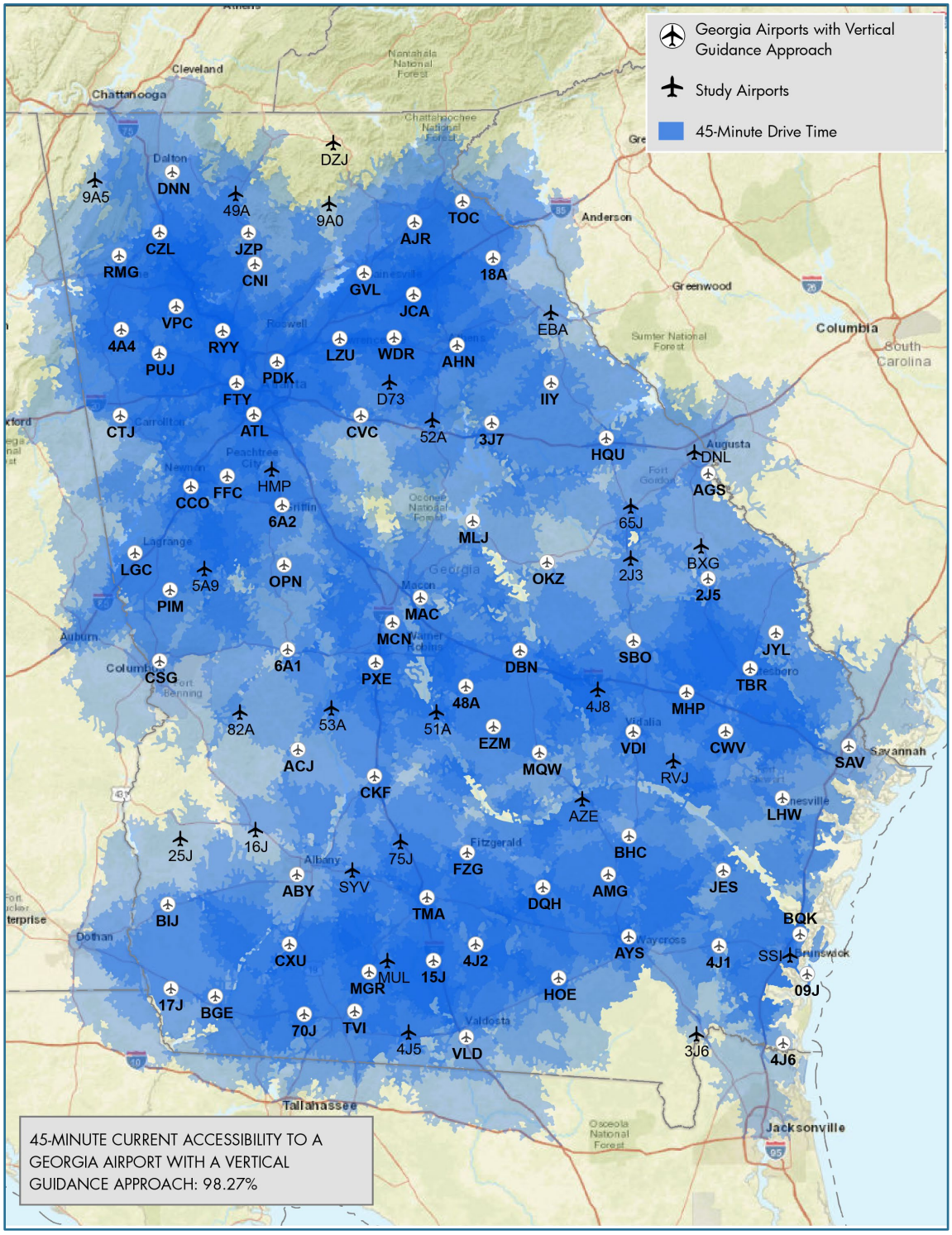
Figure 4-15 shows additional coverage for this measure when 45-minute service areas for out-of-state airports are also considered. As shown, accessibility increases slightly to 98.90 percent.

This study's inventory effort showed that all Level III airports in Georgia, with the exception of Louisville Municipal Airport and Blairsville Airport, are served by an LPV approach. Louisville Municipal Airport recently added an LPV approach (8/17/17); given its proximity to other airports currently having an LPV approach, this did not increase system accessibility by much. However, adding an LPV approach at Blairsville Airport provides an increase in coverage in the northern part of the state.

As shown on **Figure 4-16**, Southeast Georgia is one area beyond the 45-minute drive time for an airport with an LPV approach. As noted, an airport site replacement study is currently underway for this part of the state. If successful, **Figure 4-16** depicts graphically additional accessibility that could be gained from an airport with an LPV approach serving Camden and Charlton counties. Since this area of Georgia is not heavily populated, only a small increase in system accessibility for this performance measure would result from development of a replacement airport. **Figure 4-16** also shows the addition of LPV approaches at the Louisville Municipal (*RNAV (GPS) approach published as of 8/17/17*) and Blairsville Airports and additional coverage (99.43 percent) that could be gained from bringing a private airport in Forsyth/Dawson Counties into the system as a public airport with an LPV approach.

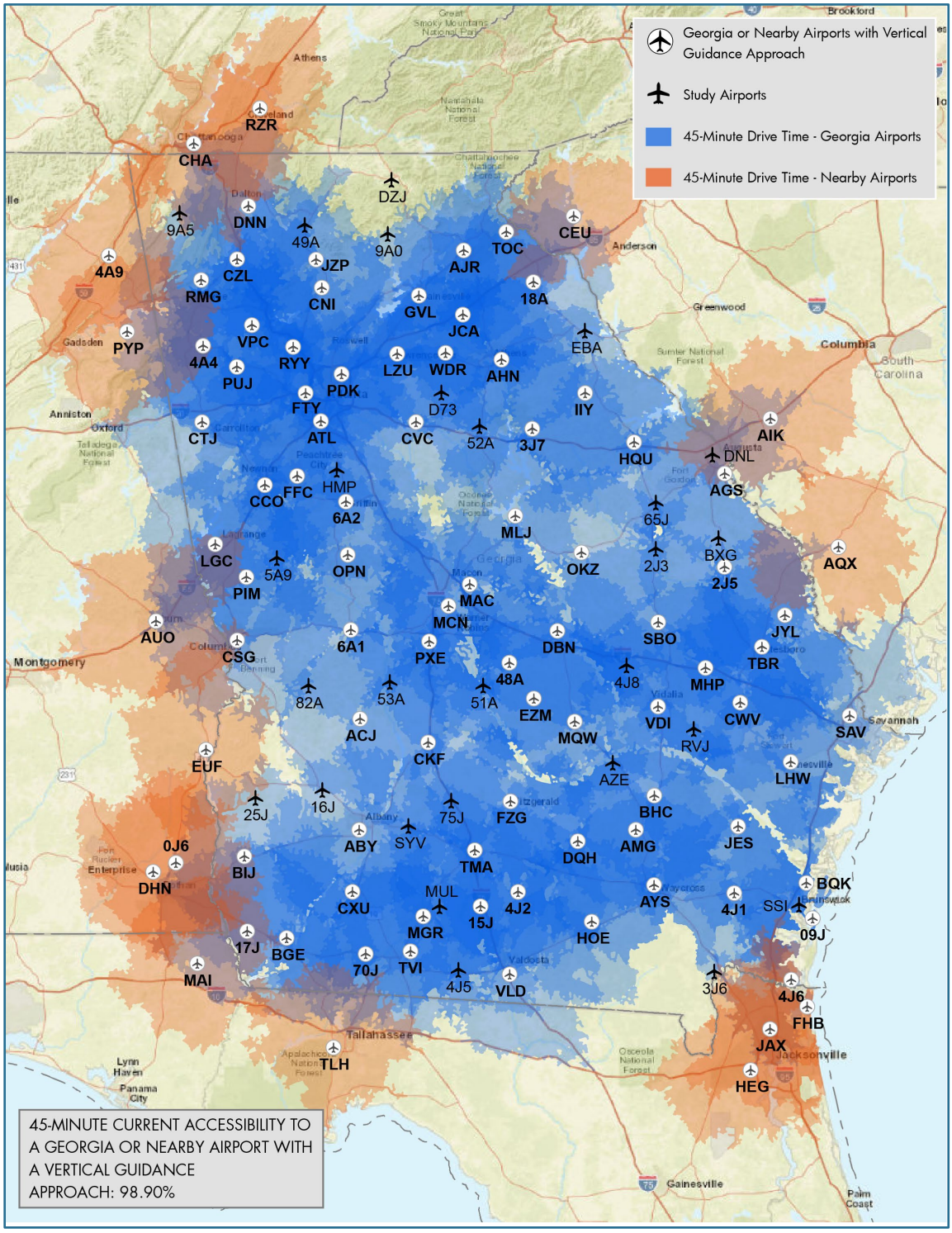
Accessibility for this measure is excellent. All Level III airports should seek to implement an LPV approach, and airports in Levels II and I should strive to implement LPV approaches as feasible and justified.

FIGURE 4-14: 45-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA AIRPORT WITH A VERTICAL GUIDANCE APPROACH



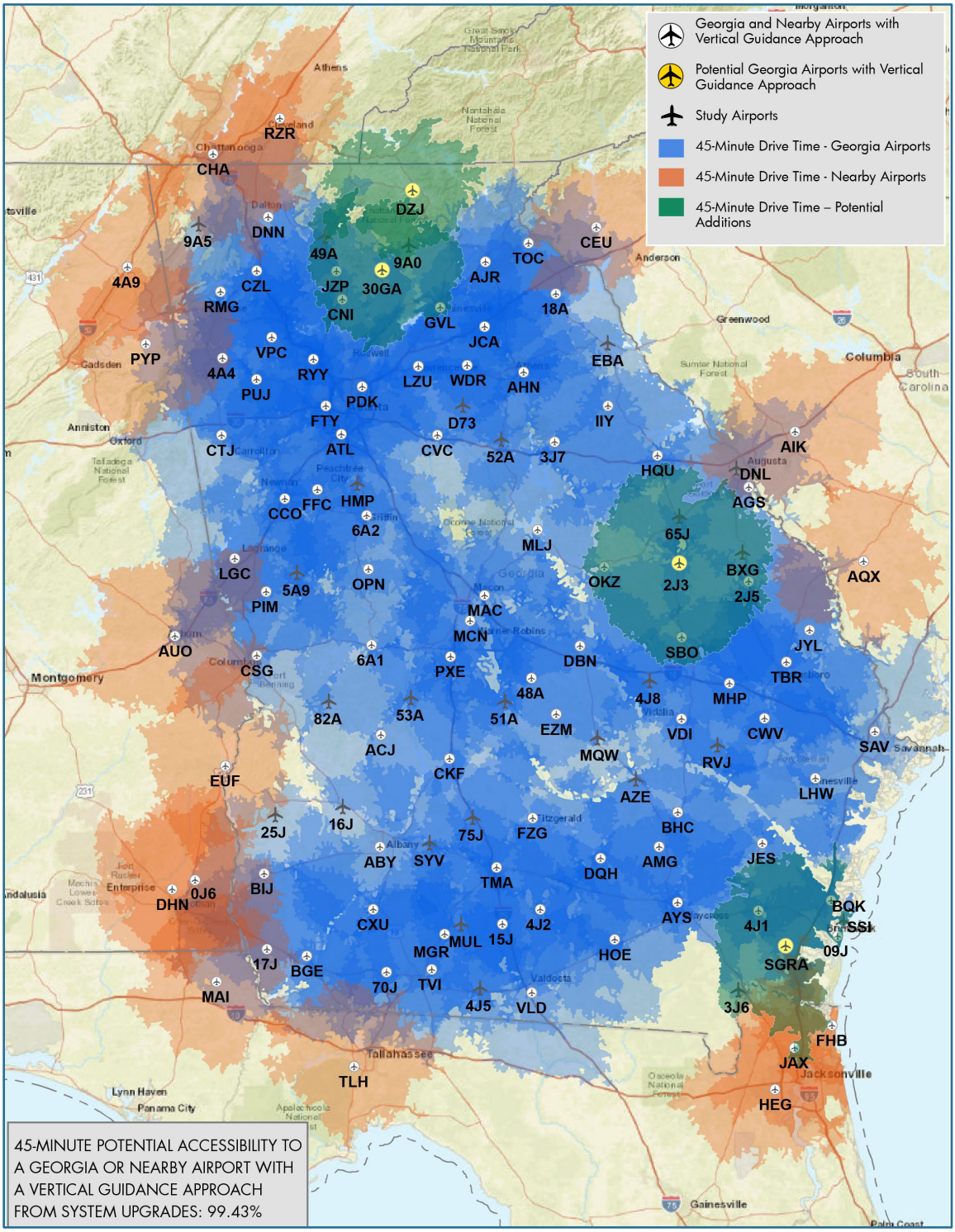
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

FIGURE 4-15: 45-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A VERTICAL GUIDANCE APPROACH



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

FIGURE 4-16: 45-MINUTE POTENTIAL ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A VERTICAL GUIDANCE APPROACH FROM SYSTEM UPGRADES



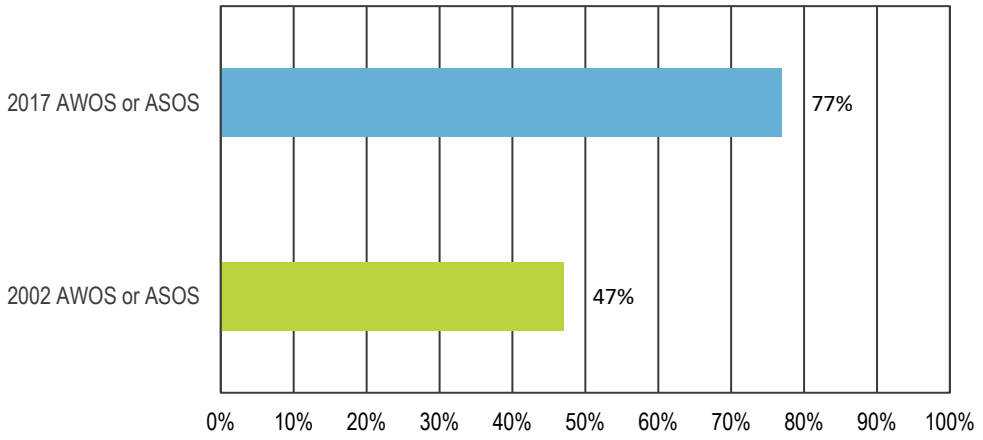
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

4.5 30-Minute Accessibility to an Airport with On-Site Weather Reporting Equipment

Similar to airports that have published approaches, airports that have on-site weather reporting capabilities have a greater capacity to serve aircraft during periods inclement weather and reduced visibility. According to facility/service objectives previously established for airports included in the Georgia system, all airports assigned to either Level III or Level II should ideally have on-site weather reporting equipment.

Figure 4-17 shows how the system has changed relative to this measure since 2002. As **Figure 4-17** shows, in 2002 47 percent of the study airports had onsite weather reporting equipment. Based on inventory information collected for this GSASP Update (shown in **Table 4-3**), this percentage has increased to 77 percent.

FIGURE 4-17: PERCENTAGE OF AIRPORTS WITH AWOS OR ASOS



Source: Jviation

TABLE 4-3: AIRPORTS WITH AWOS OR ASOS

City Name	Facility Name	FAA ID	Current Level	2002 AWOS or ASOS	2017 AWOS or ASOS
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	Yes	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	III	Yes	Yes

TABLE 4-3: AIRPORTS WITH AWOS OR ASOS

City Name	Facility Name	FAA ID	Current Level	2002 AWOS or ASOS	2017 AWOS or ASOS
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	Yes	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	No	Yes
Blairsville	Blairsville Airport	DZJ	III	No	Yes
Blakely	Early County Airport	BIJ	III	No	Yes
Calhoun	Tom B. David Field Airport	CZL	III	No	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	Yes	Yes
Dalton	Dalton Municipal Airport	DNN	III	Yes	Yes
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	Yes	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	Yes
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	Yes	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	Yes	Yes
Tifton	Henry Tift Myers Airport	TMA	III	Yes	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	No	Yes
Alma	Bacon County Airport	AMG	II	Yes	Yes
Baxley	Baxley Municipal Airport	BHC	II	Yes	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes

TABLE 4-3: AIRPORTS WITH AWOS OR ASOS

City Name	Facility Name	FAA ID	Current Level	2002 AWOS or ASOS	2017 AWOS or ASOS
Butler	Butler Municipal Airport	6A1	II	No	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	No	Yes
Canton	Cherokee County Airport	CNI	II	No	Yes
Claxton	Claxton-Evans County Airport	CWV	II	No	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	Yes	Yes
Dawson	Dawson Municipal Airport	16J	II	No	No
Donalsonville	Donalsonville Municipal Airport	17J	II	No	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	Yes	Yes
Greensboro	Greene County Regional Airport	3J7	II	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	Yes	Yes
Hampton	Henry County Airport	HMP	II	No	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	No
Homerville	Homerville Airport	HOE	II	No	Yes
Jasper	Pickens County Airport	JZP	II	Yes	Yes
Jefferson	Jackson County Airport	JCA	II	No	Yes
LaFayette	Barwick Lafayette Airport	9A5	II	No	Yes
Macon	Macon Downtown Airport	MAC	II	No	No
Monroe	Monroe-Walton County Airport	D73	II	No	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	No	Yes
Perry	Perry-Houston County Airport	PXE	II	Yes	Yes
Pine Mountain	Harris County Airport	PIM	II	No	Yes
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes
St Marys	St Marys Airport	4J6	II	No	No
Swainsboro	East Georgia Regional Airport	SBO	II	Yes	Yes
Sylvania	Plantation Airpark	JYL	II	No	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	No	Yes
Washington	Washington-Wilkes County Airport	IIY	II	Yes	Yes
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	No
Augusta	Daniel Field Airport	DNL	I	Yes	Yes
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	No	No
Canon	Franklin County Airport	18A	I	No	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	No	No
Cochran	Cochran Airport	48A	I	No	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No

TABLE 4-3: AIRPORTS WITH AWOS OR ASOS

City Name	Facility Name	FAA ID	Current Level	2002 AWOS or ASOS	2017 AWOS or ASOS
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	No	Yes
Ellijay	Gilmer County Airport	49A	I	No	Yes
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	No	Yes
Jekyll Island	Jekyll Island Airport	09J	I	No	No
Madison	Madison Municipal Airport	52A	I	No	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	Yes
Metter	Metter Municipal Airport	MHP	I	No	Yes
Millen	Millen Airport	2J5	I	No	No
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	No	No
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	No
Nashville	Berrien County Airport	4J2	I	No	No
Quitman	Quitman Brooks County Airport	4J5	I	No	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	No
Soperton	Treutlen County Airport	4J8	I	No	Yes
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	No
Waynesboro	Burke County Airport	BXG	I	No	No
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

Figure 4-18 shows current 30-minute accessibility to an airport with on-site weather reporting capabilities. As shown, just over 90 percent of Georgia's population is within 30 minutes or less of one or more airports that have onsite weather reporting equipment. **Figure 4-19** shows how this percentage increases when applicable airports in nearby states are considered. As shown, there is a modest increase in accessibility when out-of-state airports are considered, with coverage increasing from 90.48 percent to 91.34 percent.

As noted, it is an objective for all Georgia airports in either Level III or Level II to have on-site weather reporting equipment. A review of these airports shows that airports reported in **Table 4-4** should ideally have on-site weather reporting capabilities to meet established Georgia-specific facility/service objectives.

TABLE 4-4: GEORGIA LEVEL II AND III AIRPORTS WITHOUT ON-SITE WEATHER REPORTING EQUIPMENT

Associated City	FAA ID	Airport	Current Level
Dawson	16J	Dawson Municipal Airport	II
Hinesville	LHW	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	II
Macon	MAC	Macon Downtown Airport	II
St Marys*	4J6	St Marys Airport	II

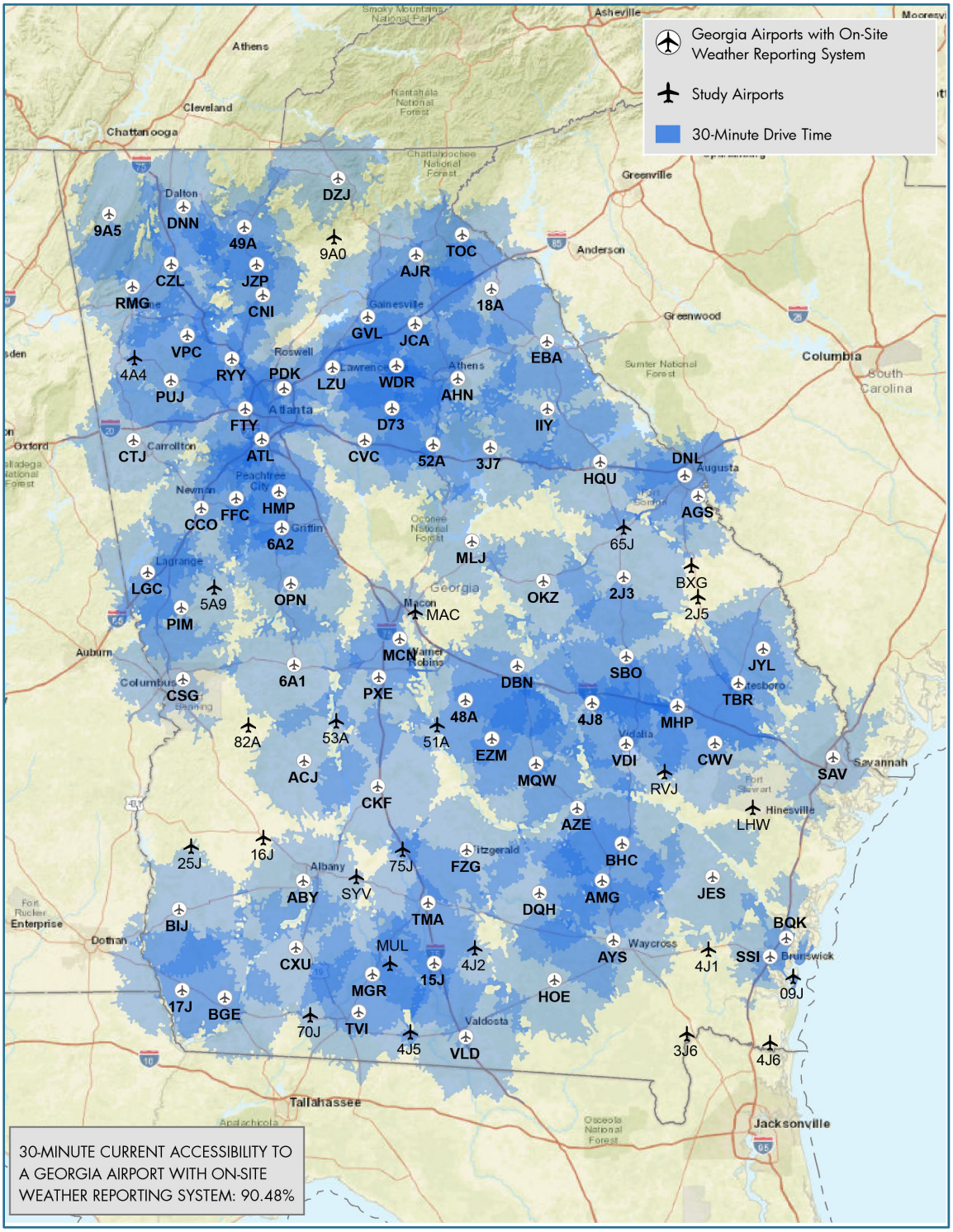
Source: GSASP
* St. Marys Airport closed in September 2017

Along with the potential improvements noted above, there are other potential/pending system improvements that could increase accessibility for this system performance measure. As noted, an airport replacement study is being conducted for Southeast Georgia; an actual site for this facility has not been finalized at this point. **Figure 4-20** shows how accessibility to this measure could increase if a replacement airport is developed.

Figure 4-20 also shows additional accessibility for on-site weather reporting at all Level III and Level II airports that currently do not have this capability. As discussed previously, an existing privately owned airport in the Forsyth/Dawson County area may transition to public ownership. If this occurs, **Figure 4-20** shows how it might contribute to accessibility to on-site weather reporting equipment; it is assumed that the airport would at a minimum have facilities and services reflective of a Level II airport.

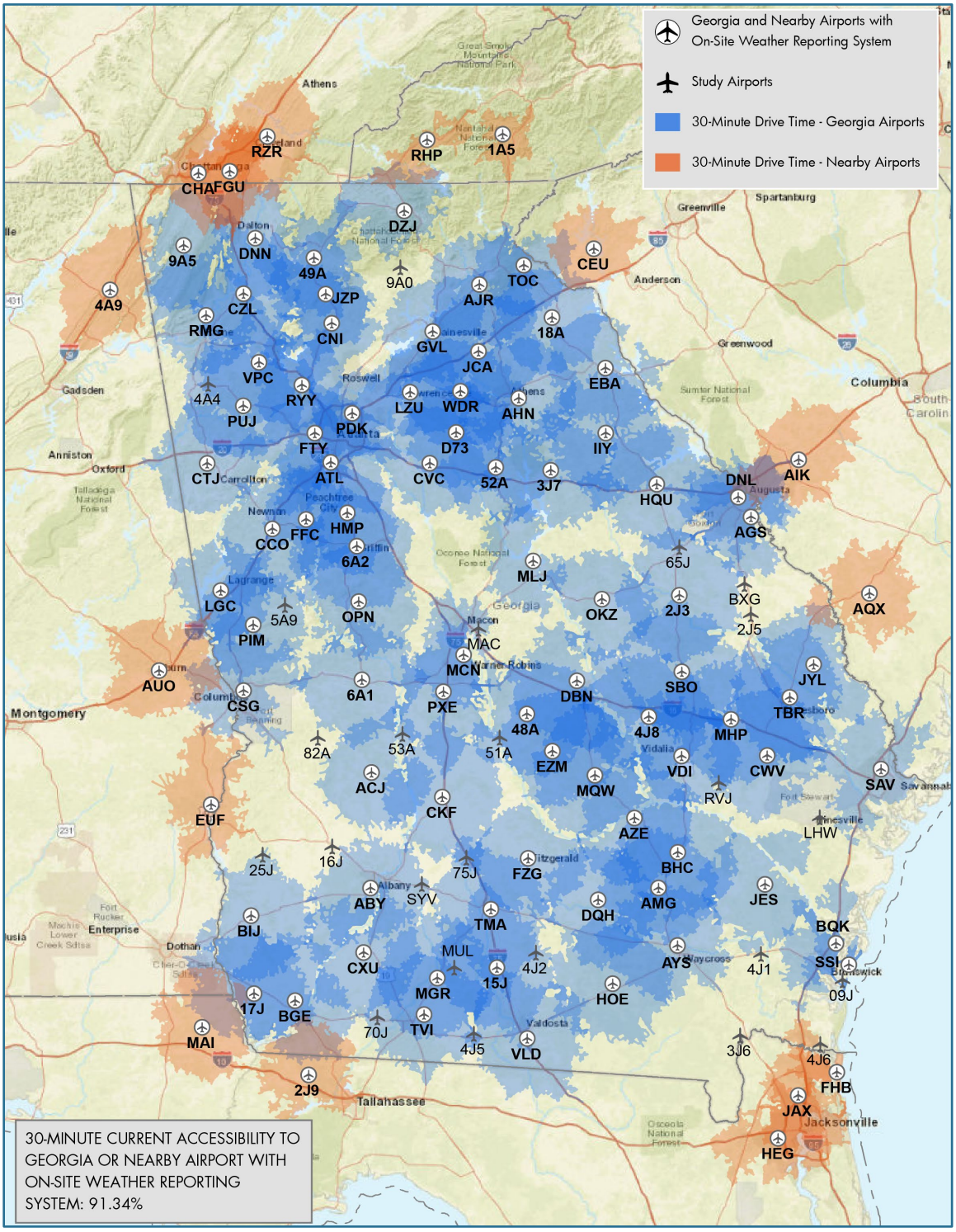
As **Figure 4-20** presents, with changes noted here, 30-minute accessibility to Georgia and nearby airports could increase from 91.34 percent to 93.13 percent.

FIGURE 4-18: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA AIRPORT WITH ON-SITE WEATHER REPORTING SYSTEM



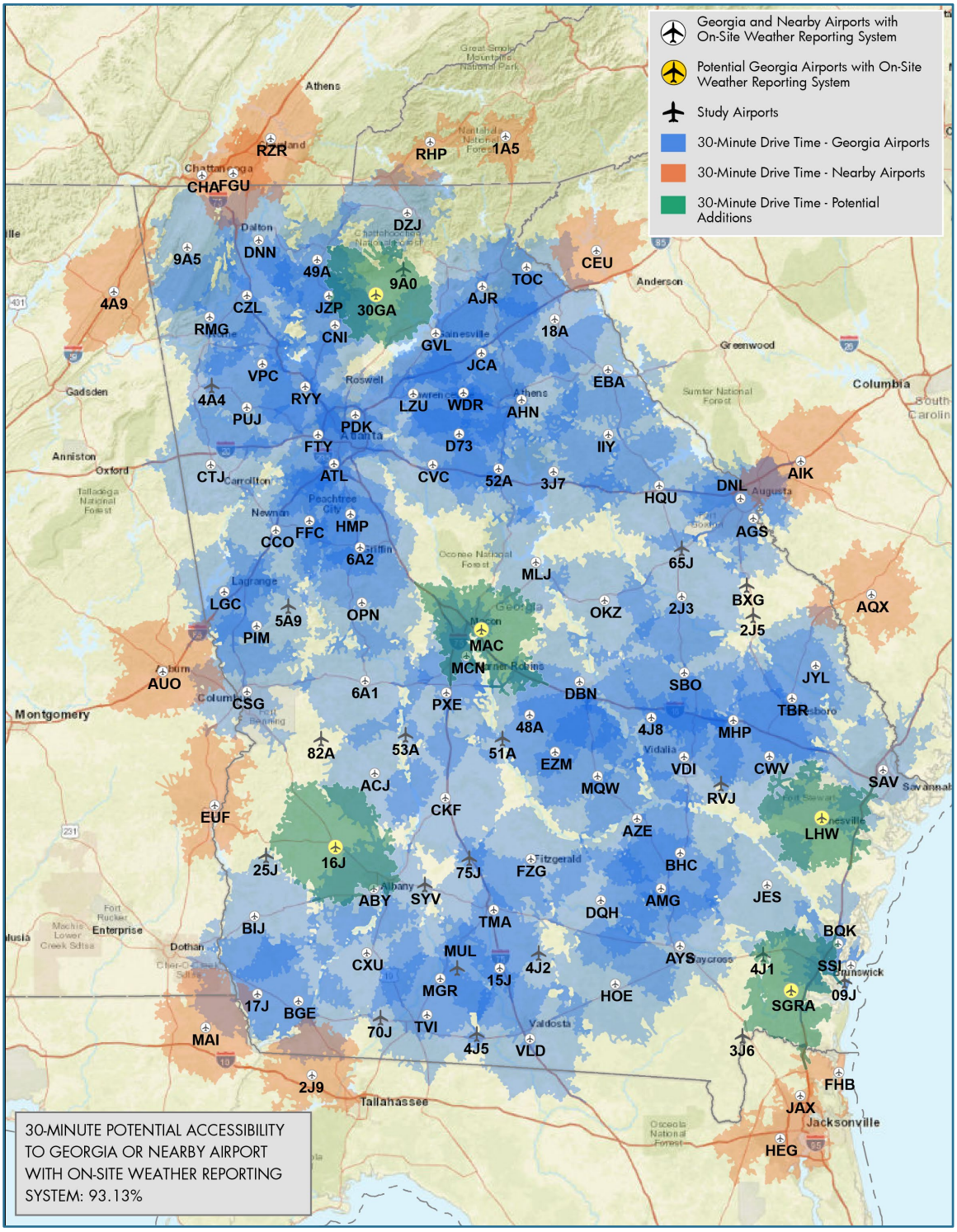
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-19: 30-MINUTE CURRENT ACCESSIBILITY TO GEORGIA OR NEARBY AIRPORT WITH ON-SITE WEATHER REPORTING SYSTEM



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-20: 30-MINUTE POTENTIAL ACCESSIBILITY TO GEORGIA OR NEARBY AIRPORT WITH ON-SITE WEATHER REPORTING EQUIPMENT



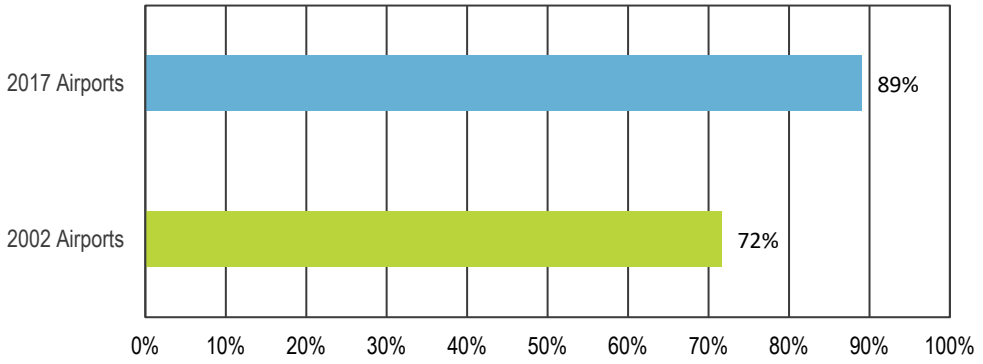
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

4.6 30-Minute Accessibility to an Airport with a Runway Length of 4,000 feet or Greater

Facility and service objectives for Georgia airports call for a minimum runway length of 4,000 feet for all system airports. It is desirable for all Level I airports to meet this minimum runway length objective. Currently, there are 11 study airports that fail to meet the minimum runway length objective for Georgia airports of 4,000 feet. Considering a 30-minute drive time, as **Figure 4-22** shows, 92 percent of Georgia's residents are within 30 minutes or less of one or more airports that have a runway length of 4,000 feet or greater. It is important to note that the accessibility reflected in **Figure 4-22** includes airports where the runway length not only meets but also exceeds the 4,000-foot objective.

Despite the fact that there are still 11 system airports that do not meet the minimum 4,000-foot runway length objective, system performance has improved (see **Table 4-5**). As **Figure 4-21** shows, the percentage of system airports meeting the 4,000-foot runway length objective increased from 72 percent to 89 percent between 2002 and 2017.

FIGURE 4-21 PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 4,000 FEET OR GREATER



Source: Jviation

TABLE 4-5: AIRPORTS WITH A RUNWAY 4,000 FEET OR GREATER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than 4,000 feet	2016 RWY Greater Than 4,000 feet
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	Yes	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes

TABLE 4-5: AIRPORTS WITH A RUNWAY 4,000 FEET OR GREATER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than 4,000 feet	2016 RWY Greater Than 4,000 feet
Atlanta	Covington Municipal Airport	CVC	III	Yes	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	Yes	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	Yes	Yes
Blairsville	Blairsville Airport	DZJ	III	No	Yes
Blakely	Early County Airport	BIJ	III	Yes	Yes
Calhoun	Tom B. David Field Airport	CZL	III	Yes	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	Yes	Yes
Dalton	Dalton Municipal Airport	DNN	III	Yes	Yes
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	Yes	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	Yes
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	Yes	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	Yes	Yes
Tifton	Henry Tift Myers Airport	TMA	III	No	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	Yes	Yes
Alma	Bacon County Airport	AMG	II	Yes	Yes

TABLE 4-5: AIRPORTS WITH A RUNWAY 4,000 FEET OR GREATER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than 4,000 feet	2016 RWY Greater Than 4,000 feet
Baxley	Baxley Municipal Airport	BHC	II	Yes	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes
Butler	Butler Municipal Airport	6A1	II	Yes	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	Yes	Yes
Canton	Cherokee County Airport	CNI	II	No	Yes
Claxton	Claxton-Evans County Airport	CWV	II	Yes	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	Yes	Yes
Dawson	Dawson Municipal Airport	16J	II	Yes	Yes
Donalsonville	Donalsonville Municipal Airport	17J	II	Yes	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	No	Yes
Greensboro	Greene County Regional Airport	3J7	II	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	No	No
Hampton	Henry County Airport	HMP	II	Yes	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	Yes
Homerville	Homerville Airport	HOE	II	Yes	Yes
Jasper	Pickens County Airport	JZP	II	Yes	Yes
Jefferson	Jackson County Airport	JCA	II	No	Yes
LaFayette	Barwick Lafayette Airport	9A5	II	Yes	Yes
Macon	Macon Downtown Airport	MAC	II	No	Yes
Monroe	Monroe-Walton County Airport	D73	II	Yes	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	Yes	Yes
Perry	Perry-Houston County Airport	PXE	II	Yes	Yes
Pine Mountain	Harris County Airport	PIM	II	Yes	Yes
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes
St Marys	St Marys Airport	4J6	II	Yes	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	Yes	Yes
Sylvania	Plantation Airpark	JYL	II	Yes	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	Yes	Yes
Washington	Washington-Wilkes County Airport	IIY	II	Yes	Yes
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	Yes
Augusta	Daniel Field Airport	DNL	I	No	Yes
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	Yes	Yes
Canon	Franklin County Airport	18A	I	No	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	Yes	Yes

TABLE 4-5: AIRPORTS WITH A RUNWAY 4,000 FEET OR GREATER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than 4,000 feet	2016 RWY Greater Than 4,000 feet
Cochran	Cochran Airport	48A	I	No	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	Yes	Yes
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	Yes	Yes
Jekyll Island	Jekyll Island Airport	09J	I	No	No
Madison	Madison Municipal Airport	52A	I	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	I	Yes	Yes
Metter	Metter Municipal Airport	MHP	I	No	Yes
Millen	Millen Airport	2J5	I	Yes	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	Yes	Yes
Moultrie	Spence Airport	MUL	I	Yes	Yes
Nahunta	Brantley County Airport	4J1	I	No	Yes
Nashville	Berrien County Airport	4J2	I	Yes	Yes
Quitman	Quitman Brooks County Airport	4J5	I	No	Yes
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	Yes
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	Yes
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	Yes
Waynesboro	Burke County Airport	BXG	I	Yes	Yes
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

Figure 4-23 shows additional accessibility that is provided, at a 30-minute drive time, by airports in nearby states. As reflected, accessibility for this measure increases slightly from 92.37 percent to 92.99 percent.

Table 4-6 shows airports in Georgia that currently do not have a runway that is least 4,000 feet. **Table 4-7** shows which airports currently plan to extend their runway to or beyond the 4,000-foot minimum objective. Previously noted airport improvements for Southeast Georgia and private to public airport conversion also have the potential to increase accessibility for this performance measure.

TABLE 4-6: GEORGIA AIRPORTS WITH A RUNWAY LESS THAN 4,000-FOOT RUNWAY

Associated City	FAA ID	Airport	Current Primary Length
Buena Vista	82A	Marion County Airport	3,200
Cuthbert	25J	Lower Chattahoochee Regional Airport	3,000
Dahlonega	9A0	Lumpkin County-Wimpy's Airport	3,090
Ellijay	49A	Gilmer County Airport	3,507
Folkston	3J6	Davis Field Airport	2,500
Griffin	6A2	Griffin-Spalding County Airport	3,301
Hawkinsville	51A	Hawkinsville-Pulaski County Airport	3,000
Jekyll Island	09J	Jekyll Island Airport	3,715
Madison	52A	Madison Municipal Airport	3,806
Soperton	4J8	Treutlen County Airport	3,000
Wrens	65J	Wrens Memorial Airport	3,000

Source: Jviation

TABLE 4-7: PROPOSED RUNWAY EXTENSIONS AT GEORGIA AIRPORTS

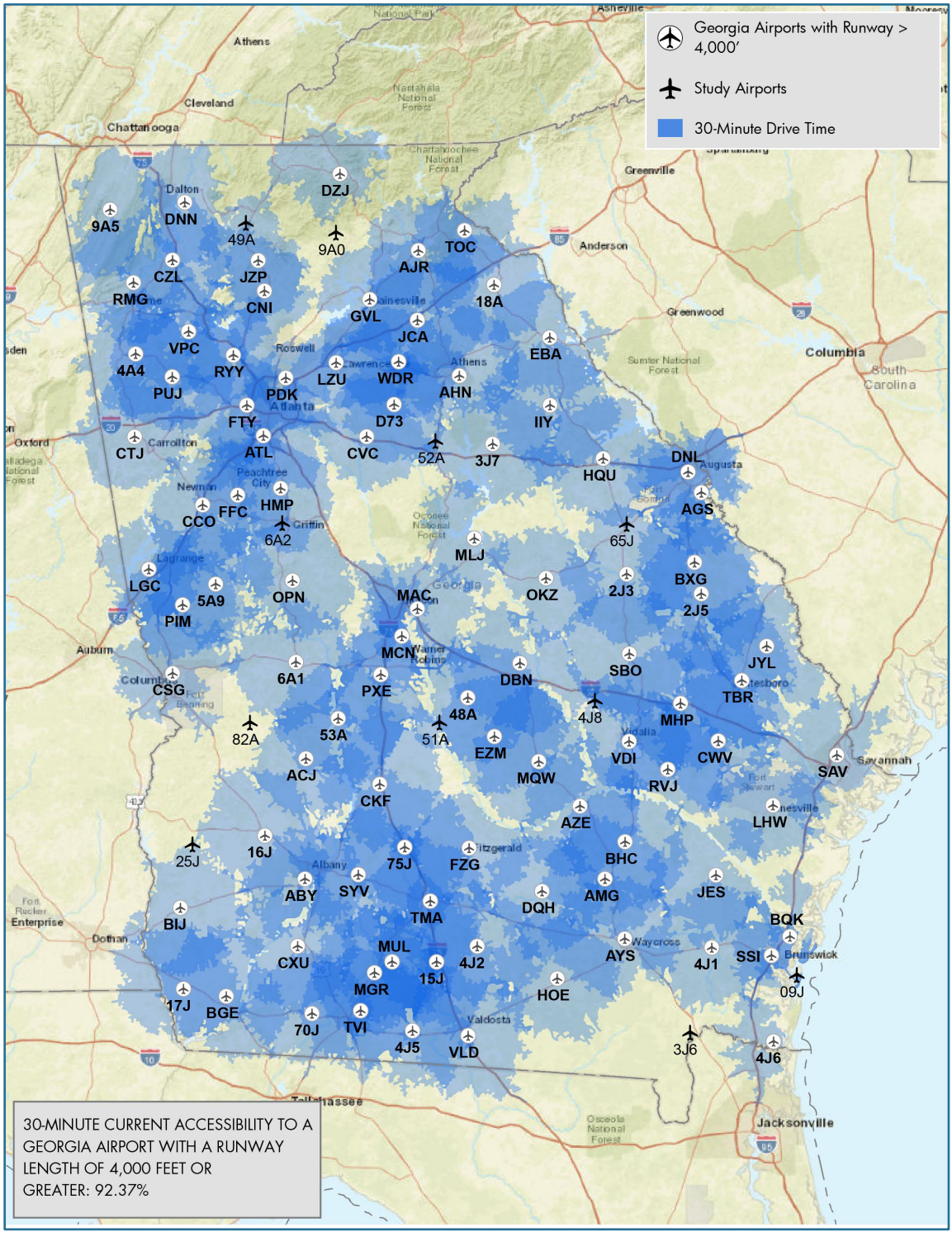
Associated City	FAA ID	Airport	Current Primary Length	Proposed Length
Buena Vista	82A	Marion County Airport	3,200	4,000
Cuthbert	25J	Lower Chattahoochee Regional Airport	3,000	5,500
Ellijay	49A	Gilmer County Airport	3,507	5,000
Griffin	6A2	Griffin-Spalding County Airport	3,301	5,500
Hawkinsville	51A	Hawkinsville-Pulaski County Airport	3,000	5,500
Jekyll Island	09J	Jekyll Island Airport	3,715	4,000
Madison	52A	Madison Municipal Airport	3,806	5,000

Source: GDOT, Study Airports

Future plans at individual system airports were considered to determine how accessibility might change in the future if all runway extension plans are successfully implemented. The next time that the GSASP is updated, it will be possible to review potential system changes identified in this 2017 update to determine which improvements were actually achieved.

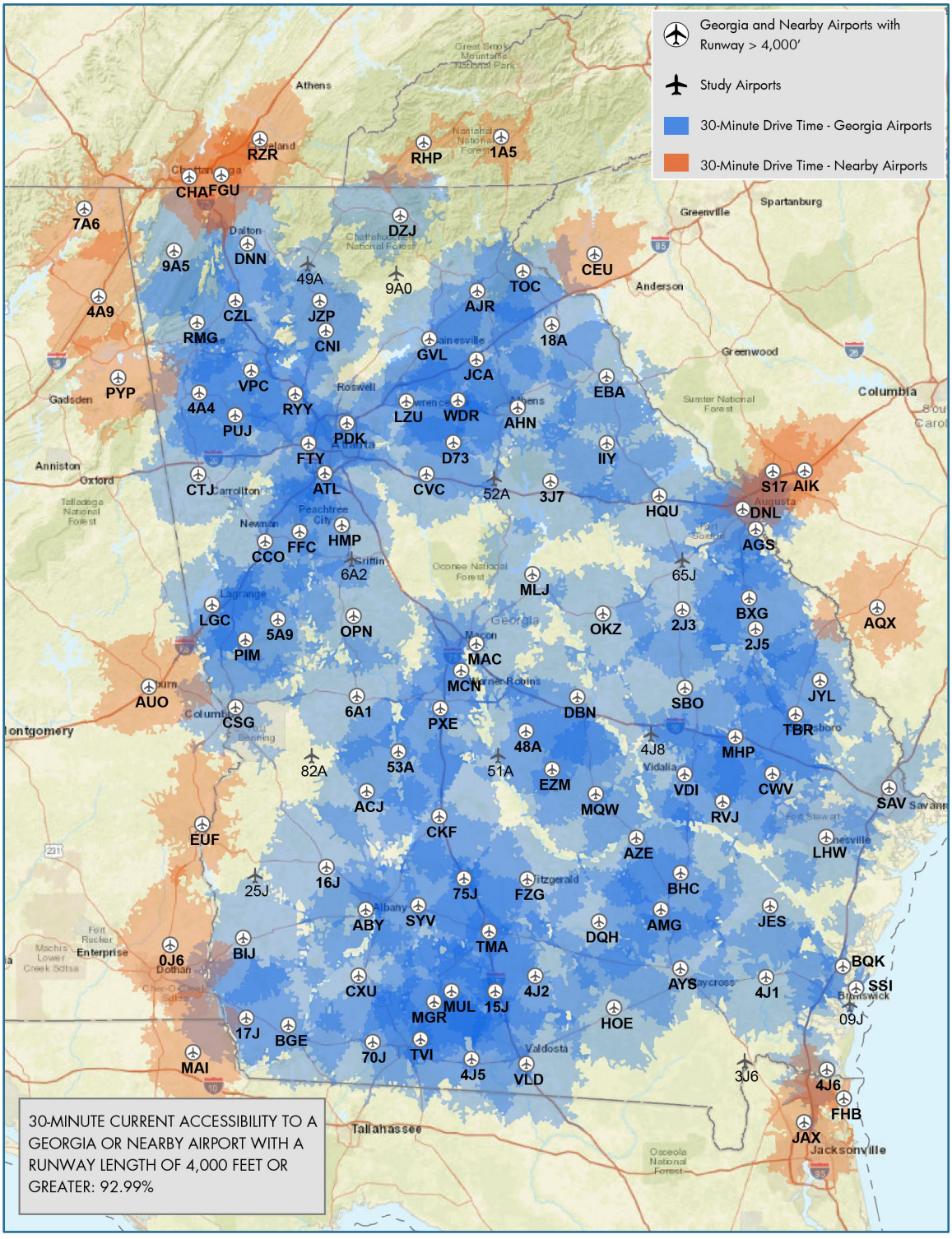
Figure 4-24 shows potential changes for this measure (30-minute accessibility to a 4,000-foot runway), based on known plans. As shown, current accessibility for the measure (considering Georgia and nearby airports) could increase from 92.99 percent to 93.89 percent.

FIGURE 4-22: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA AIRPORT WITH A RUNWAY LENGTH OF 4,000 FEET OR GREATER



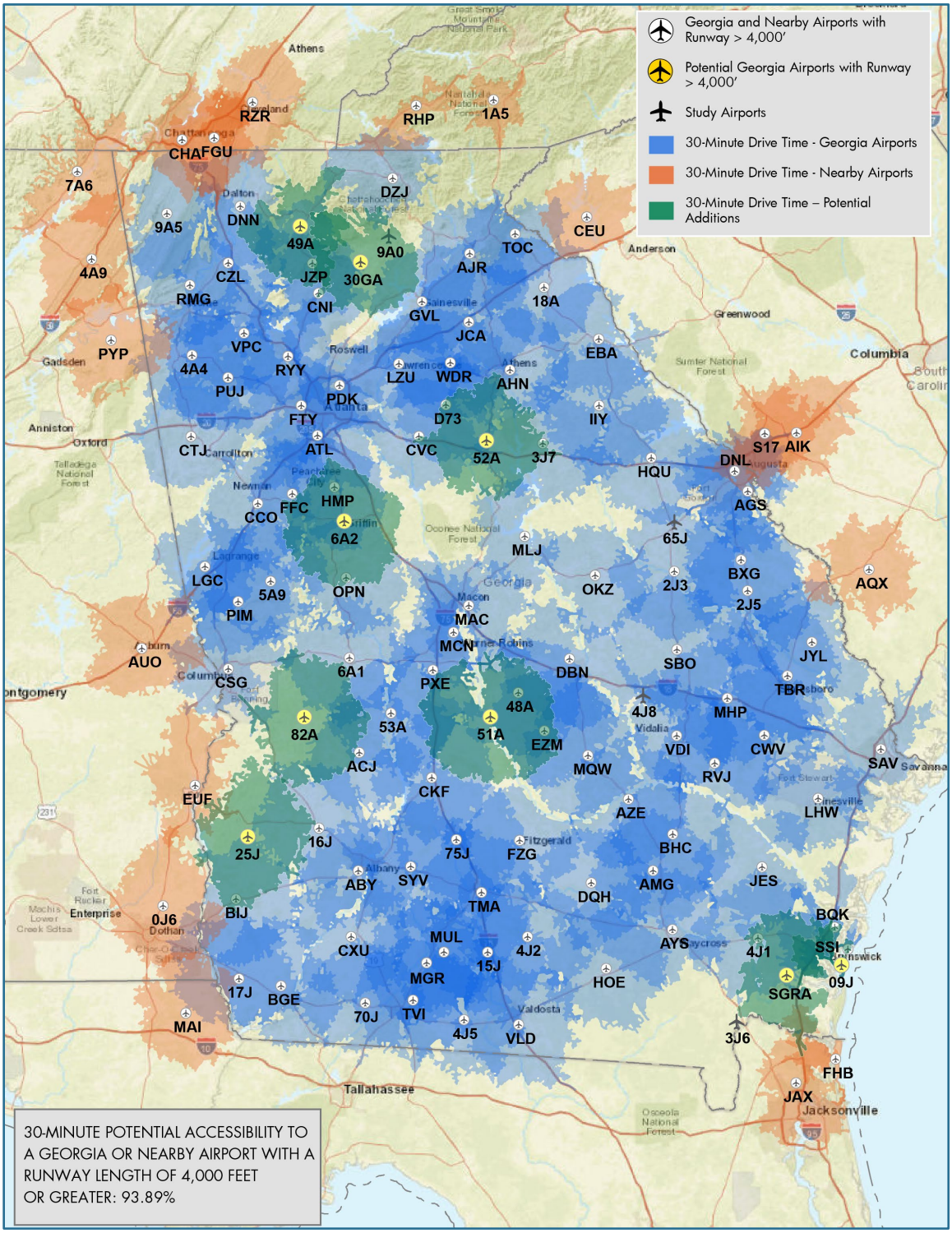
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-23: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A RUNWAY LENGTH OF 4,000 FEET OR GREATER



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-24: 30-MINUTE POTENTIAL ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A RUNWAY LENGTH OF 4,000 FEET OR GREATER



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

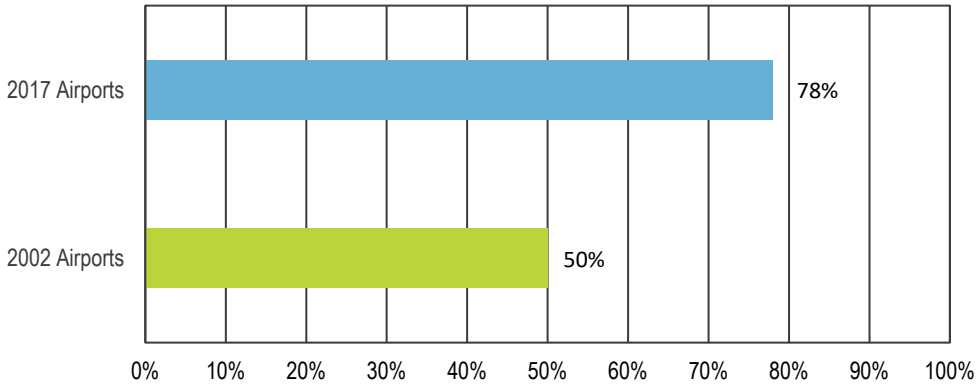
4.5 30-Minute Accessibility to an Airport with a Runway Length of 5,000 feet or Greater

Facility and service objectives for Georgia airports call for a minimum runway length of 5,000 feet for all Level II airports. It is desirable for all Level II airports to meet the 5,000-foot minimum runway length objective. Currently, there are four study airports in Level II that fail to meet the 5,000-foot minimum runway length objective; all Level III airports meet or exceed the 5,000-foot objective.

As **Figure 4-25** shows, the percentage of system airports meeting the 5,000-foot runway length objective increased between 2002 and 2017 from 50 percent to 78 percent. Although there are four Level II airports that do not meet the minimum 5,000-foot runway objective, since the preparation of the last system plan, many airports have completed extensions, taking their runway to a length of 5,000 feet or greater (see **Table 4-8**). These extensions have been accomplished at airports in Levels I, II, and III. As a result, system performance for the percentage of airports with runways that are 5,000 feet long or longer has increased.

Accessibility, at a 30-minute drive time, to one or more airports with a runway length of 5,000 feet or greater is shown on **Figure 4-26**. As shown, considering a 30-minute drive time, 91 percent of Georgia's residents are within 30 minutes or less of one or more airports that have a runway length of 5,000 feet or more. It is important to note that the accessibility reflected in **Figure 4-26** includes airports where the runway length meets and exceeds the 5,000-foot objective.

FIGURE 4-25: PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 5,000 FEET OR GREATER



Source: Jviation

TABLE 4-8: AIRPORTS WITH A RUNWAY 5,000 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,000 feet	2016 RWY Greater Than or Equal to 5,000 feet
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	No	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes

TABLE 4-8: AIRPORTS WITH A RUNWAY 5,000 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,000 feet	2016 RWY Greater Than or Equal to 5,000 feet
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	III	No	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	Yes	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	Yes	Yes
Blairsville	Blairsville Airport	DZJ	III	No	Yes
Blakely	Early County Airport	BIJ	III	Yes	Yes
Calhoun	Tom B. David Field Airport	CZL	III	Yes	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	No	Yes
Dalton	Dalton Municipal Airport	DNN	III	Yes	Yes
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	Yes	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	Yes
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	Yes	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	Yes	Yes
Tifton	Henry Tift Myers Airport	TMA	III	No	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes

TABLE 4-8: AIRPORTS WITH A RUNWAY 5,000 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,000 feet	2016 RWY Greater Than or Equal to 5,000 feet
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	No	Yes
Alma	Bacon County Airport	AMG	II	Yes	Yes
Baxley	Baxley Municipal Airport	BHC	II	Yes	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes
Butler	Butler Municipal Airport	6A1	II	No	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	No	Yes
Canton	Cherokee County Airport	CNI	II	No	Yes
Claxton	Claxton-Evans County Airport	CWV	II	Yes	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	Yes	Yes
Dawson	Dawson Municipal Airport	16J	II	No	No
Donalsonville	Donalsonville Municipal Airport	17J	II	Yes	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	No	Yes
Greensboro	Greene County Regional Airport	3J7	II	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	No	No
Hampton	Henry County Airport	HMP	II	No	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	Yes
Homerville	Homerville Airport	HOE	II	No	No
Jasper	Pickens County Airport	JZP	II	Yes	Yes
Jefferson	Jackson County Airport	JCA	II	No	Yes
LaFayette	Barwick Lafayette Airport	9A5	II	Yes	Yes
Macon	Macon Downtown Airport	MAC	II	No	No
Monroe	Monroe-Walton County Airport	D73	II	No	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	Yes	Yes
Perry	Perry-Houston County Airport	PXE	II	Yes	Yes
Pine Mountain	Harris County Airport	PIM	II	Yes	Yes
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes
St Marys	St Marys Airport	4J6	II	Yes	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	Yes	Yes
Sylvania	Plantation Airpark	JYL	II	Yes	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	No	Yes
Washington	Washington-Wilkes County Airport	IIY	II	No	No
General Aviation Airports: Level I					

TABLE 4-8: AIRPORTS WITH A RUNWAY 5,000 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,000 feet	2016 RWY Greater Than or Equal to 5,000 feet
Ashburn	Turner County Airport	75J	I	No	Yes
Augusta	Daniel Field Airport	DNL	I	No	No
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	No	No
Canon	Franklin County Airport	18A	I	No	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	No	No
Cochran	Cochran Airport	48A	I	No	No
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	No	Yes
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	No	Yes
Jekyll Island	Jekyll Island Airport	09J	I	No	No
Madison	Madison Municipal Airport	52A	I	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	Yes
Metter	Metter Municipal Airport	MHP	I	No	Yes
Millen	Millen Airport	2J5	I	No	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	No	No
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	No
Nashville	Berrien County Airport	4J2	I	No	Yes
Quitman	Quitman Brooks County Airport	4J5	I	No	Yes
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	Yes
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	Yes
Waynesboro	Burke County Airport	BXG	I	No	No
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

As with other performance measures used in this evaluation, consideration was also given to the role that airports in nearby states play as it relates to providing accessibility to an airport with a runway that is at least 5,000 feet long. **Figure 4-27** shows additional accessibility that is provided to a runway that is at least 5,000

feet long, at a 30-minute drive time, by airports in nearby states. As noted, accessibility for this measure increases slightly from 91.36 percent to 91.98 percent.

Table 4-9 shows airports in Georgia that currently plan to extend their runway to the 5,000-foot minimum objective, or more. According to plans on file with GDOT, all Level II airports are planning to meet the Level II objective for a 5,000-foot runway. Previously noted airport improvements associated with a replacement airport in Southeast Georgia and a private to public airport conversion also have the potential to increase accessibility for this performance measure.

TABLE 4-9: AIRPORTS WITH PLANS FOR RUNWAY EXTENSIONS TO AT LEAST 5,000 FEET

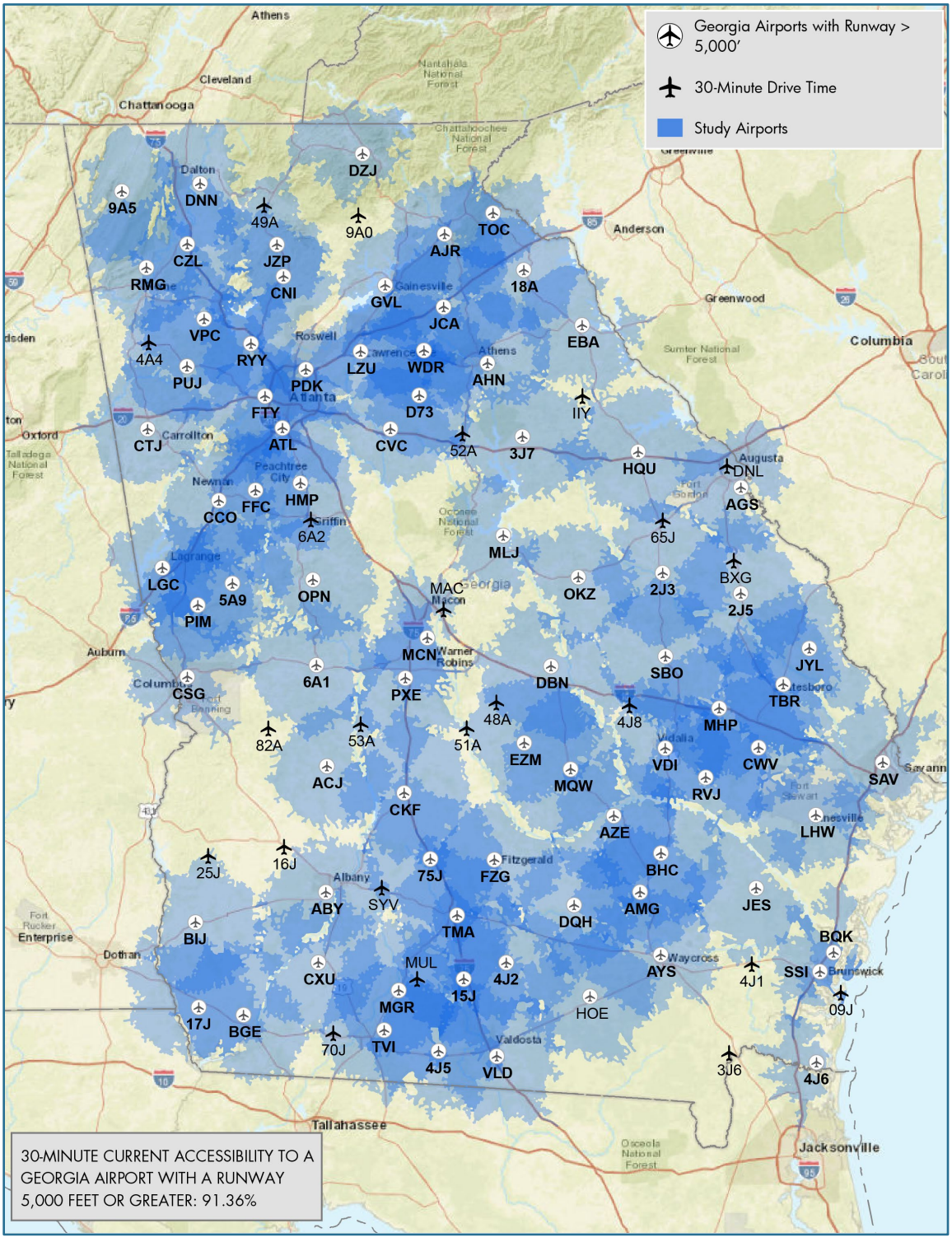
Associated City	FAA ID	Airport	Current Primary Length	Proposed Length
Augusta	DNL	Daniel Field Airport	4,002	5,001
Cairo	70J	Cairo-Grady County Airport	4,000	5,500
Cedartown	4A4	Polk County Airport-Cornelius Moore Field	4,006	5,060
Cochran	48A	Cochran Airport	4,401	5,000
Cuthbert	25J	Lower Chattahoochee Regional Airport	3,000	5,500
Dawson	16J	Dawson Municipal Airport	4,507	5,500
Ellijay	49A	Gilmer County Airport	3,507	5,000
Griffin	6A2	Griffin-Spalding County Airport	3,701	5,500
Hawkinsville	51A	Hawkinsville-Pulaski County Airport	3,000	5,500
Macon	MAC	Macon Downtown Airport	4,184	5,000
Madison	52A	Madison Municipal Airport	3,806	5,000
Montezuma	53A	Dr. C.P. Savage, Sr. Airport	4,220	5,000
Sylvester	SYV	Sylvester Airport	4,525	5,000
Washington	IIY	Washington-Wilkes County Airport	4,020	5,000

Source: GDOT, Study Airports

Figure 4-28 shows potential changes for the accessibility to a 5,000-foot runway system performance measure. As shown, accessibility for this measure (considering Georgia and nearby airports) could increase from 91.98 percent to 93.67 percent.

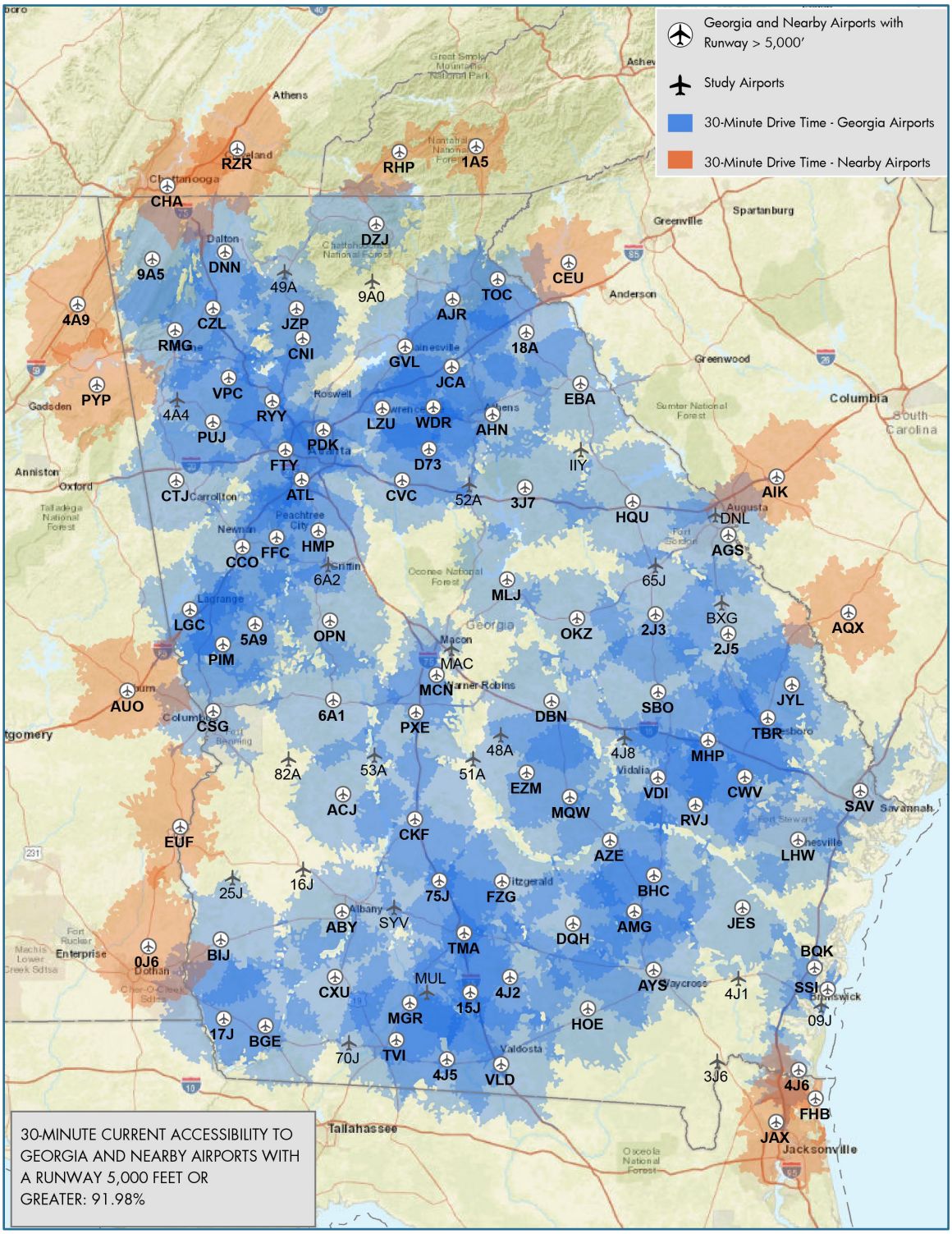
Figure 4-28 shows how accessibility to the 5,000-foot runway accessibility measure could change over the next 20 years if all planned runway extensions are successfully implemented. When the GSASP is next updated, it will possible to measure progress that the system made toward this level of potential accessibility.

FIGURE 4-26: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA AIRPORT WITH A RUNWAY 5,000 FEET OR GREATER



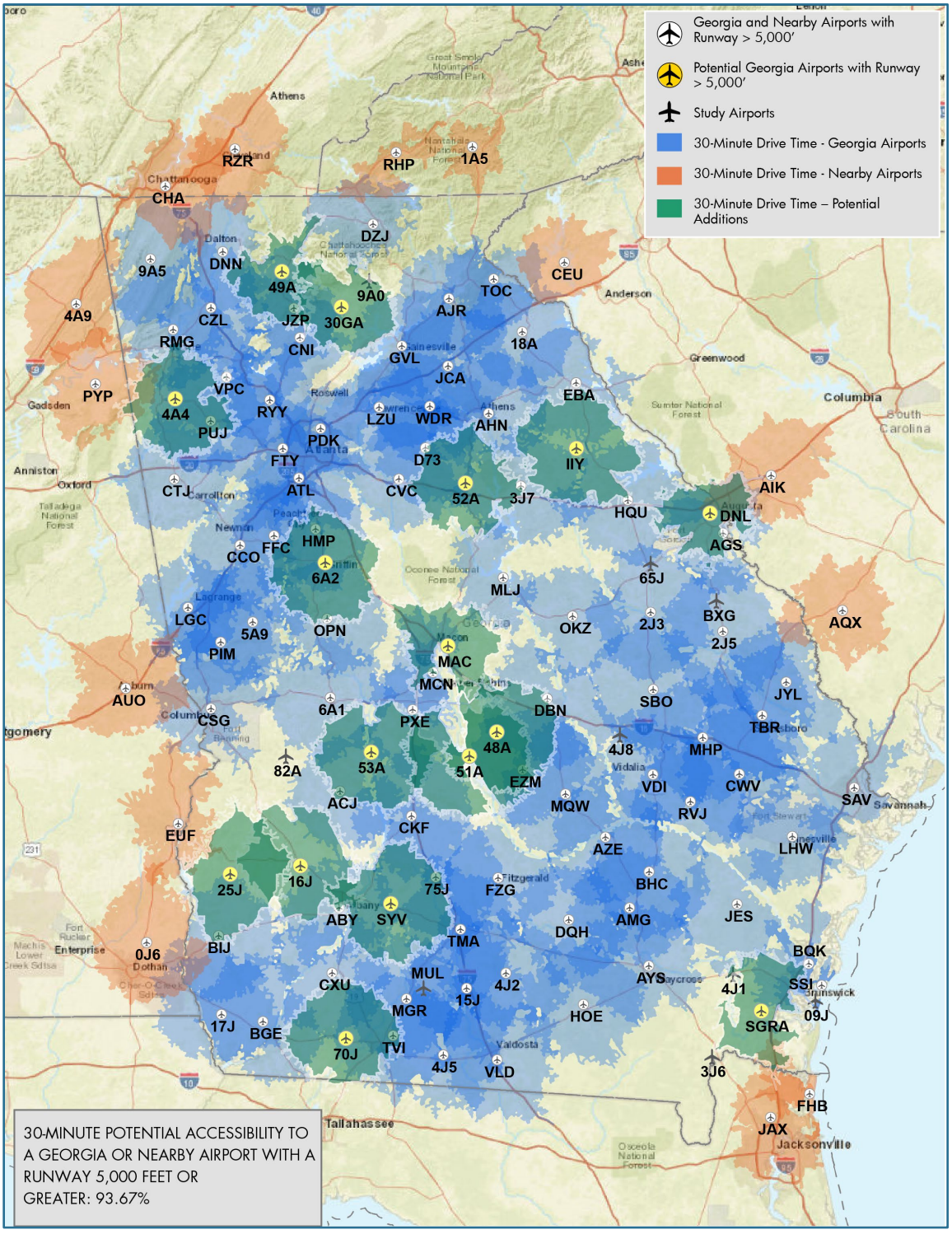
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-27: 30-MINUTE CURRENT ACCESSIBILITY TO GEORGIA AND NEARBY AIRPORTS WITH A RUNWAY 5,000 FEET OR GREATER



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-28: 30-MINUTE POTENTIAL ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A RUNWAY 5,000 FEET OR GREATER

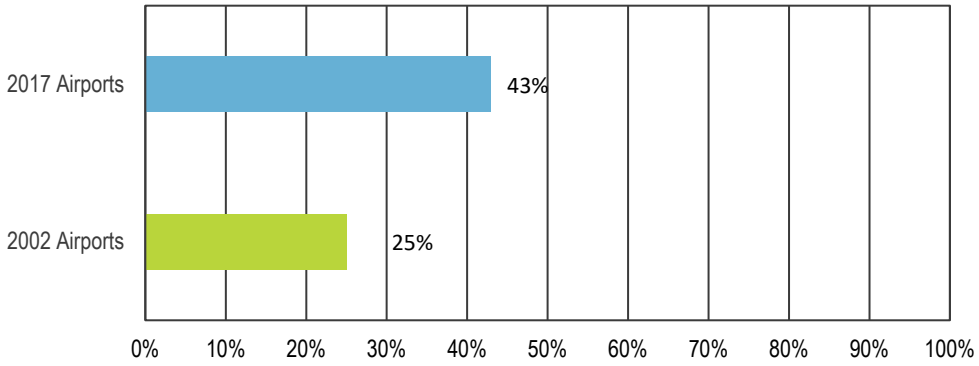


Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

4.6 45-Minute Accessibility to an Airport with a Runway of 5,500 Feet or Greater

Since the preparation of the last GSASP in 2002, the Georgia airport system has also made progress as it relates to airports that have runways that are 5,500 feet long or longer. As **Figure 4-29** shows, in 2002 only 25 percent of all system airports had a 5,500-foot long or longer runway (also see **Table 4-10**). Today, this percentage has increased to 43 percent.

FIGURE 4-29: PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 5,500 FEET OR GREATER



Source: Jviation

TABLE 4-10: AIRPORTS WITH A RUNWAY 5,500 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,500 feet	2016 RWY Greater Than or Equal to 5,500 feet
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	No	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	III	No	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	No	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes

TABLE 4-10: AIRPORTS WITH A RUNWAY 5,500 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,500 feet	2016 RWY Greater Than or Equal to 5,500 feet
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	No	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	Yes	Yes
Blairsville	Blairsville Airport	DZJ	III	No	No
Blakely	Early County Airport	BIJ	III	Yes	No
Calhoun	Tom B. David Field Airport	CZL	III	No	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	No	Yes
Dalton	Dalton Municipal Airport	DNN	III	No	No
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	No	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	No	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	No	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	No
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	No	No
Thomson	Thomson-McDuffie Regional Airport	HQU	III	No	Yes
Tifton	Henry Tift Myers Airport	TMA	III	No	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes
Waycross	Waycross-Ware County Airport	AYS	III	No	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	No	No
Alma	Bacon County Airport	AMG	II	No	No
Baxley	Baxley Municipal Airport	BHC	II	No	No
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes
Butler	Butler Municipal Airport	6A1	II	No	No
Camilla	Camilla-Mitchell County Airport	CXU	II	No	No
Canton	Cherokee County Airport	CNI	II	No	No

TABLE 4-10: AIRPORTS WITH A RUNWAY 5,500 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,500 feet	2016 RWY Greater Than or Equal to 5,500 feet
Claxton	Claxton-Evans County Airport	CWV	II	No	No
Cordele	Crisp County-Cordele Airport	CKF	II	No	No
Dawson	Dawson Municipal Airport	16J	II	No	No
Donalsonville	Donalsonville Municipal Airport	17J	II	No	No
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	No	No
Greensboro	Greene County Regional Airport	3J7	II	No	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	No	No
Hampton	Henry County Airport	HMP	II	No	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	No
Homerville	Homerville Airport	HOE	II	No	No
Jasper	Pickens County Airport	JZP	II	No	No
Jefferson	Jackson County Airport	JCA	II	No	No
LaFayette	Barwick Lafayette Airport	9A5	II	No	No
Macon	Macon Downtown Airport	MAC	II	No	No
Monroe	Monroe-Walton County Airport	D73	II	No	No
Moultrie	Moultrie Municipal Airport	MGR	II	No	No
Perry	Perry-Houston County Airport	PXE	II	No	No
Pine Mountain	Harris County Airport	PIM	II	No	No
Sandersville	Kaolin Field Airport	OKZ	II	No	No
St Marys	St Marys Airport	4J6	II	No	No
Swainsboro	East Georgia Regional Airport	SBO	II	No	Yes
Sylvania	Plantation Airpark	JYL	II	No	No
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	No	No
Washington	Washington-Wilkes County Airport	IIY	II	No	No
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	No
Augusta	Daniel Field Airport	DNL	I	No	No
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	No	No
Canon	Franklin County Airport	18A	I	No	No
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	No	No
Cochran	Cochran Airport	48A	I	No	No
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	No	No

TABLE 4-10: AIRPORTS WITH A RUNWAY 5,500 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,500 feet	2016 RWY Greater Than or Equal to 5,500 feet
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	No	No
Jekyll Island	Jekyll Island Airport	09J	I	No	No
Madison	Madison Municipal Airport	52A	I	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	No
Metter	Metter Municipal Airport	MHP	I	No	No
Millen	Millen Airport	2J5	I	No	No
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	No	No
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	No
Nashville	Berrien County Airport	4J2	I	No	No
Quitman	Quitman Brooks County Airport	4J5	I	No	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	No
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	No
Waynesboro	Burke County Airport	BXG	I	No	No
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

Facility objectives for Georgia airports call for all Level III airports to have a runway that is at least 5,500 feet long. Among the airports that are currently assigned to Level III, only two airports, Louisville Municipal and Blairsville, do not meet this facility objectives. **Figure 4-30** shows current accessibility at a 45-minute drive time to all Georgia airports (regardless of airport role) that have a runway that is 5,500 feet long or longer. As **Figure 4-30** shows, the current accessibility rating for just Georgia airports is 96.71 percent.

When applicable airports in nearby states are also considered (**Figure 4-31**), current accessibility for this system performance measure increases. As shown, accessibility, considering a 45-minute drive time for both Georgia and nearby airports, increases from 96.71 percent to 97.71 percent. This level of coverage is considered excellent. As **Figure 4-31** shows, after years of GDOT investment, there are few areas of the state that continue to be beyond a 45-minute drive time of an airport with a 5,500-foot runway.

As with accessibility measures for 4,000- and 5,000-foot runways, existing airport plans were reviewed to determine how the system might change in the future for this particular accessibility measure. As noted, a replacement airport in Southeast Georgia, if successfully implemented, is planned for a runway that would have a length of 5,500 feet. A private/public airport conversion in Forsyth/Dawson Counties could also have a runway length of 5,500 feet. **Figure 4-32** shows how the addition of a replacement airport in Southeast Georgia

and a private to public airport conversion, along with other planned extensions to 5,500-feet or more (**Table 4-11**) could change future accessibility for this system performance measure.

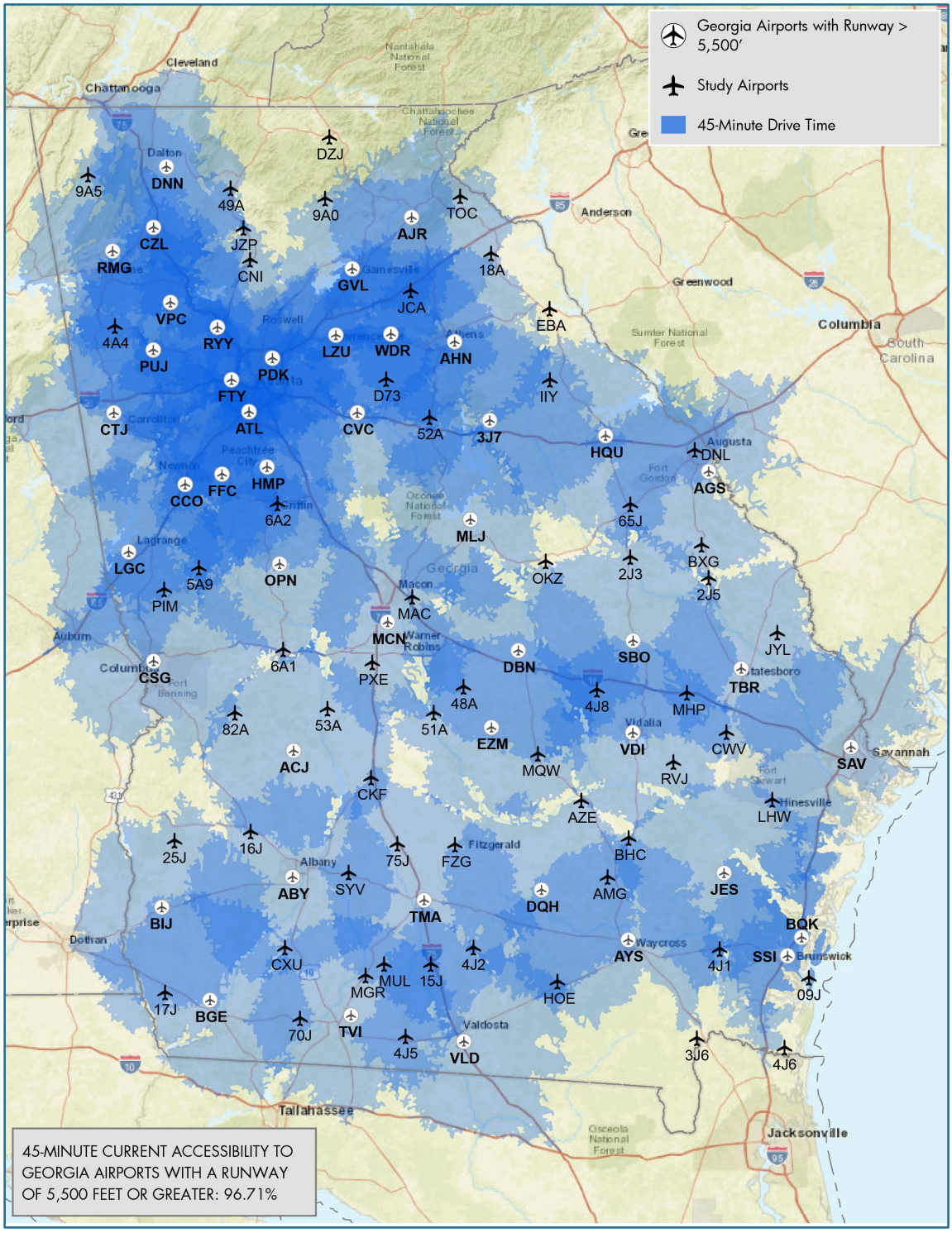
TABLE 4-11: AIRPORTS WITH PLANS FOR RUNWAY EXTENSIONS TO AT LEAST 5,500 FEET

Associated City	FAA ID	Airport	Current Primary Length	Proposed Length
Butler	6A1	Butler Municipal Airport	5,002	5,500
Cairo	70J	Cairo-Grady County Airport	4,000	5,500
Cordele	CKF	Crisp County-Cordele Airport	5,001	5,500
Cuthbert	25J	Lower Chattahoochee Regional Airport	3,000	5,500
Dawson	16J	Dawson Municipal Airport	4,507	5,500
Donalsonville	17J	Donalsonville Municipal Airport	5,182	5,502
Fitzgerald	FZG	Fitzgerald Municipal Airport	5,000	5,500
Griffin	6A2	Griffin-Spalding County Airport	3,701	5,500
Hawkinsville	51A	Hawkinsville-Pulaski County Airport	3,000	5,500
Hinesville	LHW	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	5,008	6,500
Mc Rae	MQW	Telfair-Wheeler Airport	5,000	5,500
Moultrie	MGR	Moultrie Municipal Airport	5,192	6,010
Perry	PXE	Perry-Houston County Airport	4,999	6,000
Pine Mountain	PIM	Harris County Airport	5,002	5,502
Sandersville	OKZ	Kaolin Field Airport	5,016	5,501

Source: GDOT, Study Airports

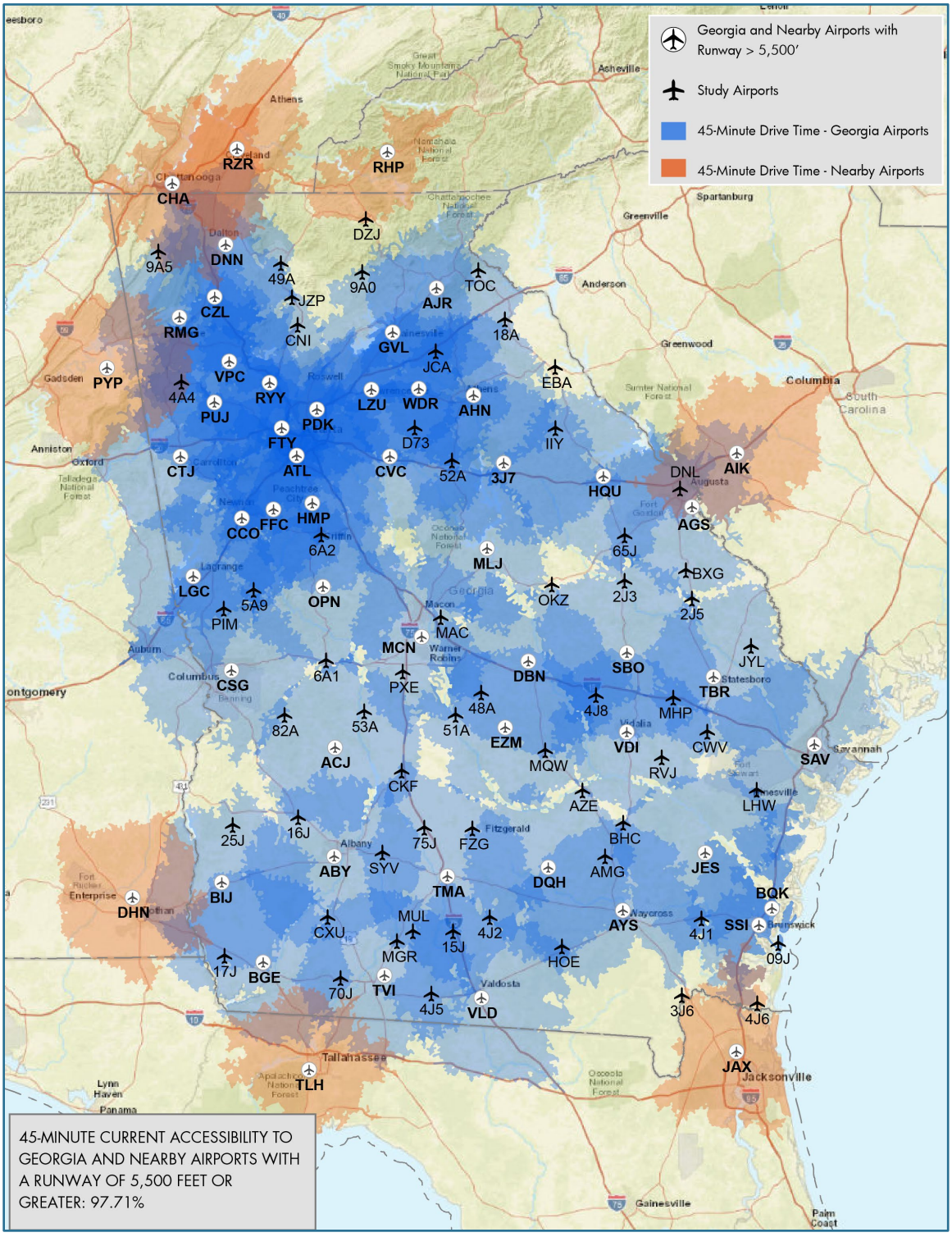
As **Figure 4-32** shows, if all planned improvements are realized, accessibility for this system performance measure would increase from 97.71 percent to 98.65 percent. The next iteration of the GSASP will provide an opportunity to determine how the system actually changed relative to this projected increase in accessibility for this measure.

FIGURE 4-30: 45-MINUTE CURRENT ACCESSIBILITY TO GEORGIA AIRPORTS WITH A RUNWAY OF 5,500 FEET OR GREATER



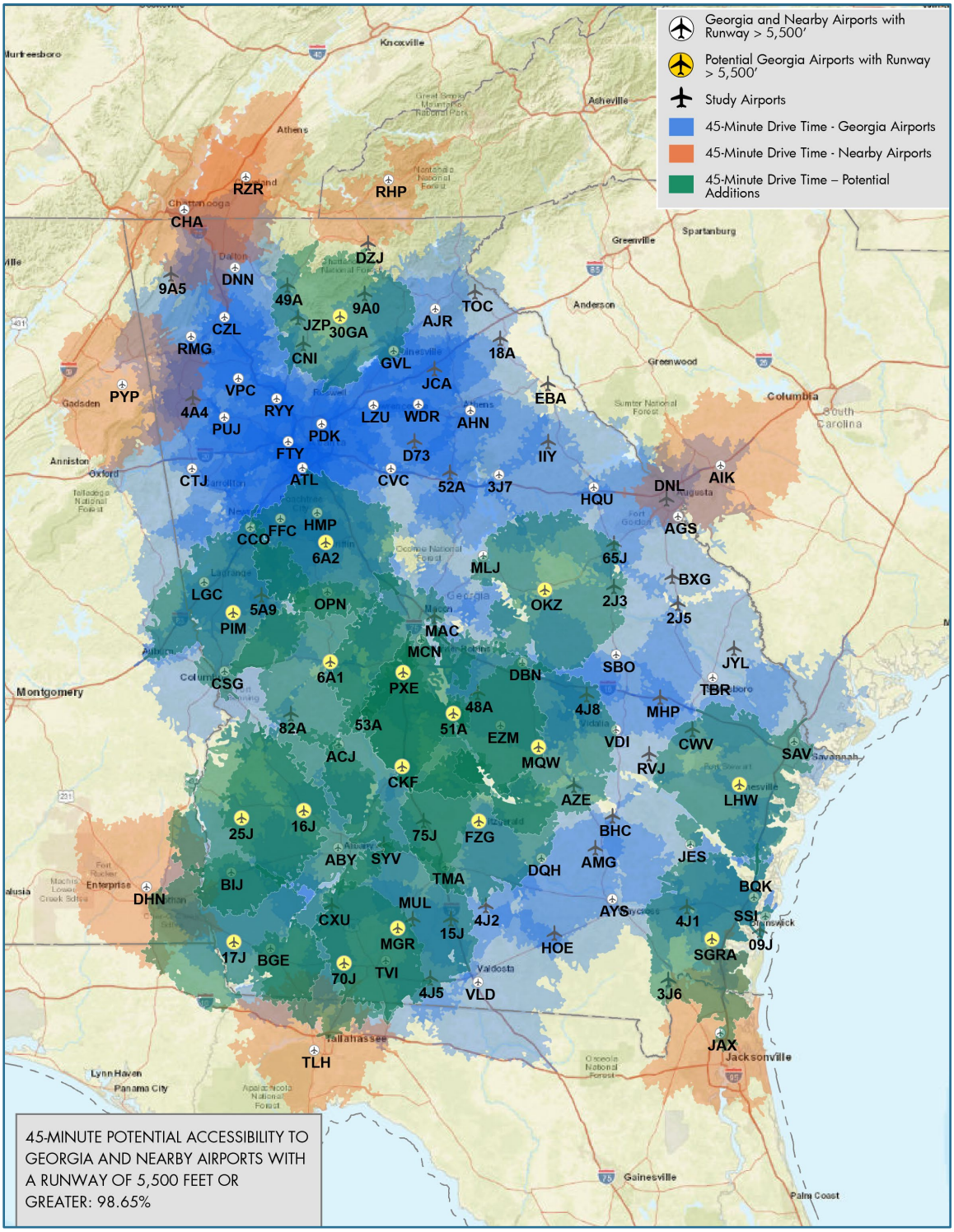
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-31: 45-MINUTE CURRENT ACCESSIBILITY TO GEORGIA AND NEARBY AIRPORTS WITH A RUNWAY OF 5,500 FEET OR GREATER



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-32: 45-MINUTE POTENTIAL ACCESSIBILITY TO GEORGIA AND NEARBY AIRPORTS WITH A RUNWAY OF 5,500 FEET OR GREATER



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

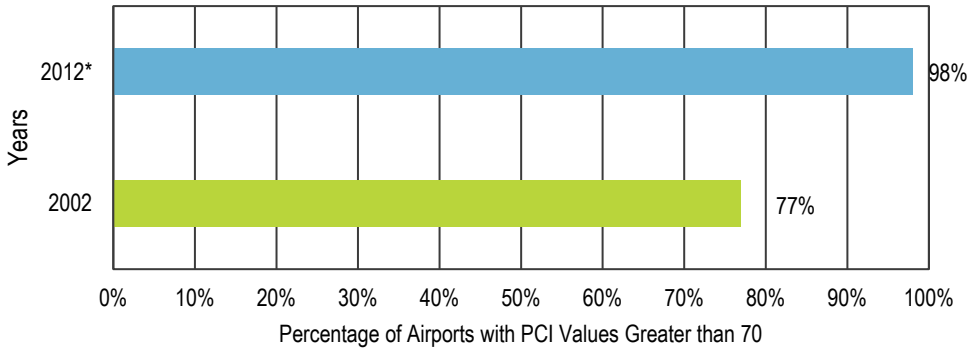
4.7 System Performance for Pavement Condition Index

Most of the evaluation, to determine current system performance, was completed using GIS analysis which reported on accessibility to various measures. This system performance measure reviewed the most current (2012) pavement condition index (PCI) for the primary runway at all study airports. Although the Georgia Statewide Airfield Pavement Management Study began in late 2018 to update PCI ratings for primary runway pavement at Georgia airports, 2012 PCI data was the most current available from a consistent source for all Georgia airports included in the GSASP update.

Runway pavements often have a different PCI for various sections of the runway. Therefore, the PCI for the primary runway is established by the lowest reported PCI. As with other system performance measures examined in this chapter, it was important to determine changes in system performance between 2002 and the most current data for the particular measure (in this case, primary runway PCI for 2012). **Figure 4-33** shows this comparison.

As **Figure 4-33** shows, 98 percent of all system airports have a PCI rating of 70 or more on their primary runway. This information includes PCI data from 2012 and from more recent pavement rehab projects. The 2002 rating, at the time of the last update to the GSASP, was about 77 percent. So as for other system performance measures used in this evaluation, performance has improved.

FIGURE 4-33: 2002 VERSUS 2012 PRIMARY RUNWAY PCI COMPARISON



Source: GDOT 2002 and 2012 Pavement Studies (ApTech)
*The 2012 number includes updates from recent pavement rehab projects

Table 4-12 presents PCI ratings for each airport's primary runway in 2002 versus 2012. As noted, PCI ratings will be updated again in 2018 which may change the information reported here.

TABLE 4-12: AIRPORT PRIMARY RUNWAY PCI RATINGS 2002 VERSUS 2012

Associated City	Name	FAA ID	Current Level	PCI-2002	PCI >70	PCI- 2012	PCI> 70
Commercial Service Airports: Level III							
Albany	Southwest Georgia Regional Airport	ABY	III	97	Yes	61*	Yes
Athens	Athens-Ben Epps Airport	AHN	III	74	Yes	60*	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	75	Yes	100	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	80	Yes	68*	Yes
Columbus	Columbus Airport	CSG	III	66	No	67*	Yes

TABLE 4-12: AIRPORT PRIMARY RUNWAY PCI RATINGS 2002 VERSUS 2012

Associated City	Name	FAA ID	Current Level	PCI-2002	PCI >70	PCI- 2012	PCI> 70
Macon	Middle Georgia Regional Airport	MCN	III	73	Yes	100	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	96	Yes	69*	Yes
Valdosta	Valdosta Regional Airport	VLD	III	100	Yes	84	Yes
General Aviation Airports: Level III							
Americus	Jimmy Carter Regional Airport	ACJ	III	62	No	81	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	74	Yes	74	Yes
Atlanta	Covington Municipal Airport	CVC	III	67	No	91	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	75	Yes	65*	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	57	No	85	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	67	No	73	Yes
Atlanta	Paulding-Northwest Atlanta Airport**	PUJ	III	N/A	N/A	100	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	72	Yes	100	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	56	No	86	Yes
Blairsville	Blairsville Airport	DZJ	III	98	Yes	86	Yes
Blakely	Early County Airport	BIJ	III	78	Yes	91	Yes
Calhoun	Tom B. David Field Airport	CZL	III	57	No	92	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	65	No	72	Yes
Cartersville	Cartersville Airport	VPC	III	81	Yes	64	No
Cornelia	Habersham County Airport	AJR	III	81	Yes	84	Yes
Dalton	Dalton Municipal Airport	DNN	III	86	Yes	81	Yes
Douglas	Douglas Municipal Airport	DQH	III	100	Yes	86	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	72	Yes	87	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	75	Yes	83	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	92	Yes	74	Yes
Jesup	Jesup-Wayne County Airport	JES	III	70	Yes	91	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	79	Yes	56*	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	71	Yes	73	Yes
Louisville	Louisville Municipal Airport	2J3	III	92	Yes	82	Yes
Milledgeville	Baldwin County Airport	MLJ	III	100	Yes	72	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	100	Yes	82	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	87	Yes	74	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	100	Yes	73	Yes
Thomasville	Thomasville Regional Airport	TVI	III	95	Yes	60*	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	72	Yes	100	Yes
Tifton	Henry Tift Myers Airport	TMA	III	100	Yes	77	Yes
Vidalia	Vidalia Regional Airport	VDI	III	65	No	81	Yes

TABLE 4-12: AIRPORT PRIMARY RUNWAY PCI RATINGS 2002 VERSUS 2012

Associated City	Name	FAA ID	Current Level	PCI-2002	PCI >70	PCI- 2012	PCI> 70
Waycross	Waycross-Ware County Airport	AYS	III	62	No	80	Yes
Winder	Barrow County Airport	WDR	III	89	Yes	71*	Yes
General Aviation Airports: Level II							
Adel	Cook County Airport	15J	II	100	Yes	81	Yes
Alma	Bacon County Airport	AMG	II	91	Yes	77	Yes
Baxley	Baxley Municipal Airport	BHC	II	77	Yes	89	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	100	Yes	82	Yes
Butler	Butler Municipal Airport	6A1	II	100	Yes	80	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	69	No	86	Yes
Canton	Cherokee County Airport	CNI	II	76	Yes	94	Yes
Claxton	Claxton-Evans County Airport	CWV	II	71	Yes	74	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	72	Yes	79	Yes
Dawson	Dawson Municipal Airport	16J	II	96	Yes	75	Yes
Donalsonville	Donalsonville Municipal Airport	17J	II	69	No	83	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	60	No	83	Yes
Greensboro	Greene County Regional Airport	3J7	II	100	Yes	69*	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	98	Yes	76	Yes
Hampton	Henry County Airport	HMP	II	100	Yes	87	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	64	No	95	Yes
Homerville	Homerville Airport	HOE	II	74	Yes	56*	Yes
Jasper	Pickens County Airport	JZP	II	100	Yes	81	Yes
Jefferson	Jackson County Airport	JCA	II	100	Yes	80	Yes
LaFayette	Barwick Lafayette Airport	9A5	II	80	Yes	82	Yes
Macon	Macon Downtown Airport	MAC	II	74	Yes	90	Yes
Monroe	Monroe-Walton County Airport	D73	II	65	No	88	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	87	Yes	53*	Yes
Perry	Perry-Houston County Airport	PXE	II	69	No	70	Yes
Pine Mountain	Harris County Airport	PIM	II	64	No	93	Yes
Sandersville	Kaolin Field Airport	OKZ	II	100	Yes	74	Yes
St Marys	St Marys Airport	4J6	II	100	Yes	78	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	61	No	82	Yes
Sylvania	Plantation Airpark	JYL	II	96	Yes	76	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	86	Yes	81	Yes
Washington	Washington-Wilkes County Airport	IIY	II	87	Yes	70	Yes
General Aviation Airports: Level I							
Ashburn	Turner County Airport	75J	I	91	Yes	67*	Yes

TABLE 4-12: AIRPORT PRIMARY RUNWAY PCI RATINGS 2002 VERSUS 2012

Associated City	Name	FAA ID	Current Level	PCI-2002	PCI >70	PCI- 2012	PCI> 70
Augusta	Daniel Field Airport	DNL	I	82	Yes	70*	Yes
Buena Vista	Marion County Airport	82A	I	85	Yes	63*	Yes
Cairo	Cairo-Grady County Airport	70J	I	75	Yes	85	Yes
Canon	Franklin County Airport	18A	I	100	Yes	76	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	77	Yes	89	Yes
Cochran	Cochran Airport	48A	I	72	Yes	91	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	69	No	52*	Yes
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	100	Yes	79	Yes
Elberton	Elbert County Airport-Patz Field	EBA	I	82	Yes	63*	Yes
Ellijay	Gilmer County Airport	49A	I	72	Yes	87	Yes
Folkston	Davis Field Airport	3J6	I	62	No	56*	Yes
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	81	Yes	59	No
Hazlehurst	Hazlehurst Airport	AZE	I	92	Yes	77	Yes
Jekyll Island	Jekyll Island Airport	09J	I	70	Yes	86	Yes
Madison	Madison Municipal Airport	52A	I	100	Yes	56*	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	I	94	Yes	79	Yes
Metter	Metter Municipal Airport	MHP	I	99	Yes	83	Yes
Millen	Millen Airport	2J5	I	73	Yes	100	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	100	Yes	81	Yes
Moultrie	Spence Airport	MUL	I	51	No	78*	Yes
Nahunta	Brantley County Airport	4J1	I	54	No	100	Yes
Nashville	Berrien County Airport	4J2	I	100	Yes	73	Yes
Quitman	Quitman Brooks County Airport	4J5	I	100	Yes	92	Yes
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	79	Yes	74	Yes
Soperton	Treutlen County Airport	4J8	I	100	Yes	85	Yes
Sylvester	Sylvester Airport	SYV	I	100	Yes	81	Yes
Warm Springs	Roosevelt Memorial Airport	5A9	I	89	Yes	100	Yes
Waynesboro	Burke County Airport	BXG	I	65	No	48*	Yes
Wrens	Wrens Memorial Airport	65J	I	97	Yes	79	Yes

Source: GDOT 2002 and 2012 Pavement Studies (ApTech)
*Airports have completed rehab projects since last pavement study. Current PCI unknown.
** Paulding-Northwest Atlanta Airport was not opened until after 2002

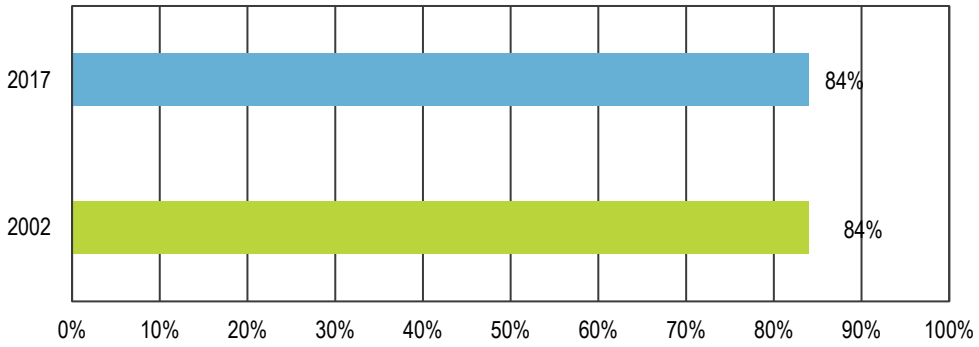
As the table reflects, in 2002, 79 of the airports had a PCI of 70 or greater on their primary runway; by 2012, this number increased to 83 airports. Because of recent pavement rehab projects, only two airports in Georgia have a PCI below 70. Ideally, all paved primary runways in the Georgia system should have a PCI of 70 or greater.

4.8 System Performance Runway Safety Areas

As part of this update to the GSASP, the system was reviewed to determine if there have been changes related to the number of airports that have runway safety areas (RSAs) on their primary runways that meet applicable FAA designated standards. RSAs are located on each runway end; the size of the RSA is determined by FAA guidelines based on the wingspan and approach speed for the design or critical aircraft that uses each runway on a regular basis. The RSA is a cleared and stabilized area that is in place to reduce damage to aircraft in the event they undershoot, overshoot, or have some other type of excursion off the runway end.

The total number of study airports that that now meet appropriate FAA RSA standards appears to remain unchanged since the 2002 GSASP evaluation. In part, systemwide performance has not changed because of Runway Design Code (RDC) revisions for some study airports. As **Figure 4-34** shows, 84 percent of system airports met their RSA standards in 2002; the percentage remained at 84 percent in 2017.

FIGURE 4-34: 2002 VERSUS 2017 RUNWAY SAFETY AREA COMPLIANCE FOR PRIMARY RUNWAYS



Source: GDOT

Table 4-13 presents runway safety area data for each airport's primary runway in 2002 versus 2017.

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
Commercial Service Airports							
Albany	Southwest Georgia Regional Airport	ABY	III	D-III 1000 x 500	Yes	D-IV 1000 x 500	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	C-III 1000 x 500	Yes	D-III 1000 x 500	Yes
Athens	Athens-Ben Epps Airport	AHN	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	D-IV 1000 x 500	Yes	D-IV 1000 x 500	Yes
Columbus	Columbus Airport	CSG	III	C-III 1000 x 500	Yes	C-III 1000 x 500	Yes
Macon	Middle Georgia Regional Airport	MCN	III	C-III 1000 x 500	Yes	D-III 1000 x 500	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	C-III 1000 x 500	Yes	D-IV 1000 x 500	Yes
Valdosta	Valdosta Regional Airport	VLD	III	C-IV 1000 x 500	Yes	C-II 1000 x 500	Yes

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
General Aviation Airports							
Adel	Cook County Airport	15J	II	B-II 300 x 150	No	B-II 300 x 150	No
Alma	Bacon County Airport	AMG	II	B-II 300 x 150	No	B-II 300 x 150	No
Americus	Jimmy Carter Regional Airport	ACJ	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Ashburn	Turner County Airport	75J	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	C-II 1000 x 500	No	C-II 1000 x 500	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Atlanta	Covington Municipal Airport	CVC	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	D-I 1000 x 500	No	D-III 1000 x 500	No
Atlanta	Newnan-Coweta County Airport	CCO	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	III	Not Open	N/A	B-II 300 x 150	Yes
Augusta	Daniel Field Airport	DNL	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Baxley	Baxley Municipal Airport	BHC	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Blairsville	Blairsville Airport	DZJ	III	A-II 300 x 150	Yes	B-II 300 x 150	Yes
Blakely	Early County Airport	BIJ	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	C-II 1000 x 500	No	B-II 300 x 150	Yes
Buena Vista	Marion County Airport	82A	I	B-I 240 x 120	Yes	A-I Small 240 x 120	Yes
Butler	Butler Municipal Airport	6A1	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Cairo	Cairo-Grady County Airport	70J	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Calhoun	Tom B. David Field Airport	CZL	III	B-II 300 x 150	Yes	B-II 300 x 150	No
Camilla	Camilla-Mitchell County Airport	CXU	II	B-II 300 x 150	No	B-II 300 x 150	Yes
Canon	Franklin County Airport	18A	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
Canton	Cherokee County Airport	CNI	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	C-II 1000 x 500	No	C-II 1000 x 500	Yes
Cartersville	Cartersville Airport	VPC	III	B-II 300 x 150	Yes	C-II 1000 x 500	No
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	B-I 240 x 120	Yes	B-II 300 x 150	No
Claxton	Claxton-Evans County Airport	CWV	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Cochran	Cochran Airport	48A	I	A-I 240 x 120	Yes	B-I 300 x 150	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Cornelia	Habersham County Airport	AJR	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	A-1 240 x 120	No	A-I 240 x 120	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	A-I 240 x 120	Yes	A-I 240 x 120	Yes
Dalton	Dalton Municipal Airport	DNN	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Dawson	Dawson Municipal Airport	16J	II	A-I 240 x 120	Yes	A-I 240 x 120	Yes
Donalsonville	Donalsonville Municipal Airport	17J	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Douglas	Douglas Municipal Airport	DQH	III	B-I 240 x 120	Yes	C-II 1000 x 500	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	D-II 1000 x 500	No	D-II 1000 x 500	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	B-I 240 x 120	Yes	C-II 1000 x 500	Yes
Elberton	Elbert County Airport-Patz Field	EBA	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Ellijay	Gilmer County Airport	49A	I	A-I 240 x 120	Yes	B-I 240 x 120	No
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	B-II 300 x 150	Yes	B-II 300 x 150	No
Folkston	Davis Field Airport	3J6	I	A-I 240 x 120	Yes	A-I 240 x 120	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Greensboro	Greene County Regional Airport	3J7	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Hampton	Henry County Airport	HMP	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	B-I 240 x 120	Yes	A-I 240 x 120	Yes
Hazlehurst	Hazlehurst Airport	AZE	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	B-I 240 x 120	Yes	C-II 1000 x 500	Yes
Homerville	Homerville Airport	HOE	II	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Jasper	Pickens County Airport	JZP	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Jefferson	Jackson County Airport	JCA	II	B-I 240 x 120	No	B-I 240 x 120	Yes
Jekyll Island	Jekyll Island Airport	09J	I	B-I 240 x 120	No	B-I 240 x 120	No
Jesup	Jesup-Wayne County Airport	JES	III	B-II 300 x 150	Yes	B-II 300 x 150	No
LaFayette	Barwick Lafayette Airport	9A5	II	A-I 240 x 120	No	A-I 240 x 120	No
LaGrange	Lagrange-Callaway Airport	LGC	III	C-I 1000 x 500	Yes	C-II 1000 x 500	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	D-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Louisville	Louisville Municipal Airport	2J3	III	A-II 300 x 150	No	B-II 300 x 150	No
Macon	Macon Downtown Airport	MAC	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Madison	Madison Municipal Airport	52A	I	B-II 300 x 150	Yes	B-I 240 x 120	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Metter	Metter Municipal Airport	MHP	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Milledgeville	Baldwin County Airport	MLJ	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Millen	Millen Airport	2J5	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Monroe	Monroe-Walton County Airport	D73	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	C-II 1000 x 500	Yes	B-II 300 x 150	No
Moultrie	Spence Airport	MUL	I	B-I 240 x 120	Yes	A-I 240 x 120	Yes
Nahunta	Brantley County Airport	4J1	I	A-I 240 x 120	Yes	A-II 300 x 150	Yes
Nashville	Berrien County Airport	4J2	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
Perry	Perry-Houston County Airport	PXE	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Pine Mountain	Harris County Airport	PIM	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Quitman	Quitman Brooks County Airport	4J5	I	A-I 240 x 120	Yes	B-I Small 240 x 120	No
Reidsville	Swinton Smith Field At Reidsville Municipal Airport	RVJ	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
St Marys	St Marys Airport	4J6	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Sandersville	Kaolin Field Airport	OKZ	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Soperton	Treutlen County Airport	4J8	I	B-I 240 x 120	No	A-I 240 x 120	No
Statesboro	Statesboro-Bulloch County Airport	TBR	III	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Sylvania	Plantation Airpark	JYL	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Sylvester	Sylvester Airport	SYV	I	A-I 240 x 120	Yes	B-II 300 x 150	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	B-II<3/4 mile 600 x 300	No	C-II 1000 x 500	Yes
Thomasville	Thomasville Regional Airport	TVI	III	C-II 1000 x 500	Yes	B-II 300 x 150	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	B-II 300 x 150	Yes	C-I 1000 x 500	Yes
Tifton	Henry Tift Myers Airport	TMA	III	B-II<3/4 mile 600 x 300	Yes	B-II 300 x 150	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	B-II 300 x 150	No	B-II 300 x 150	Yes
Vidalia	Vidalia Regional Airport	VDI	III	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Warm Springs	Roosevelt Memorial Airport	5A9	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Washington	Washington-Wilkes County Airport	IIY	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Waycross	Waycross-Ware County Airport	AYS	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Waynesboro	Burke County Airport	BXG	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Winder	Barrow County Airport	WDR	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Wrens	Wrens Memorial Airport	65J	I	B-I 240 x 120	Yes	A-I Small 240 x 120	Yes

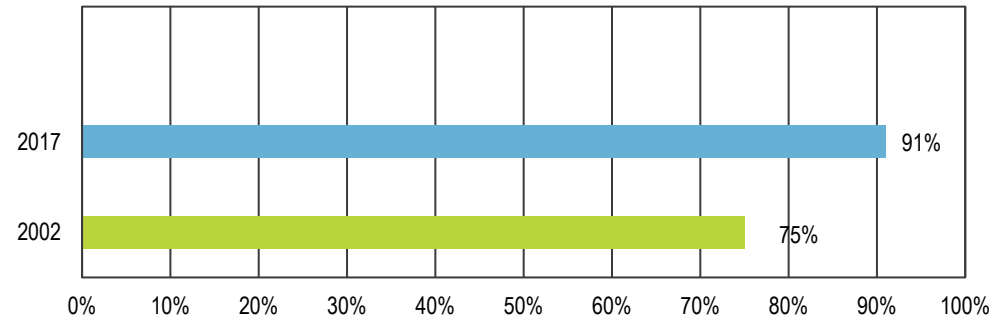
Source: GDOT

As the table reflects, in 2002, 86 of the 102 airports met Runway Safety Area Standards on their primary runway; for 2017, this number changed to 87 of 103. Ideally, all runway safety areas in the Georgia system should meet standards.

4.9 System Performance for Runway Separation Standards

The 2002 system plan reviewed runway to taxiway separation distances for airports that had a parallel taxiway system. FAA design standards are set for runway and parallel taxiway separations (centerline to centerline) based on the airport's critical or design aircraft. The Georgia airport system has made progress as it relates to meeting runway/taxiway separation standards. In 2002, at the time of the last GSASP, 59 system airports had a parallel taxiway system. Of those 59, 44 airports (75 percent of all system airports) met FAA prescribed runway/taxiway separation standards. Today, 81 system airports have a parallel taxiway system, and 74 of these system airports (91 percent) meet their applicable runway/taxiway separation standards. **Figure 4-35** shows how the system has improved between reporting periods.

FIGURE 4-35: 2002 VERSUS 2017 RUNWAY TO TAXIWAY SEPARATION STANDARDS



Source: GDOT

Table 4-14 presents runway to taxiway separation data for each airport's primary runway in 2002 versus 2017. It is important to note that standards in this category apply only to airports that have a parallel taxiway.

TABLE 4-14: AIRPORT RUNWAY TO TAXIWAY SEPARATION STANDARDS

Associated City	Name	FAA ID	Role Level	ARC/Standard	2002 Met	ARC/ Standard	2017 Met
Commercial Service Airports							
Albany	Southwest Georgia Regional Airport	ABY	III	D-III/400	Yes	D-IV/400	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	C-III/400	Yes	D-III/400	Yes
Athens	Athens-Ben Epps Airport	AHN	III	C-II/300	Yes	C-II/300	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	D-IV/400	Yes	D-IV/400	Yes
Columbus	Columbus Airport	CSG	III	C-III/400	No	C-III/400	Yes
Macon	Middle Georgia Regional Airport	MCN	III	C-III/400	Yes	D-III/400	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	C-III/400	Yes	D-IV/400	Yes
Valdosta	Valdosta Regional Airport	VLD	III	C-IV/400	Yes	C-II/300	Yes
General Aviation Airports							
Adel	Cook County Airport	15J	II	B-II/240	N/A	B-II/240	Yes
Alma	Bacon County Airport	AMG	II	B-II/240	No	B-II/240	Yes

TABLE 4-14: AIRPORT RUNWAY TO TAXIWAY SEPARATION STANDARDS

Associated City	Name	FAA ID	Role Level	ARC/Standard	2002 Met	ARC/ Standard	2017 Met
Americus	Jimmy Carter Regional Airport	ACJ	III	C-II/300	Yes	C-II/300	Yes
Ashburn	Turner County Airport	75J	I	B-I/150	N/A	B-II/240	N/A
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	C-II/300	Yes	C-II/300	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	B-II/240	Yes	C-II/300	No
Atlanta	Covington Municipal Airport	CVC	III	B-II/240	Yes	B-II/240	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	C-II/300	Yes	C-II/300	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	D-I/300	Yes	D-III/400	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	B-II/240	Yes	B-II/240	Yes
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	III	Not Open	N/A	B-II/240	Yes
Augusta	Daniel Field Airport	DNL	I	B-II/240	Yes	B-II/240	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	B-II/240	Yes	C-II/300	Yes
Baxley	Baxley Municipal Airport	BHC	II	B-II/240	N/A	B-II/240	Yes
Blairsville	Blairsville Airport	DZJ	III	A-II/240	N/A	B-II/240	Yes
Blakely	Early County Airport	BIJ	III	B-II/240	No	B-II/240	No
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	C-II/300	Yes	B-II/240	Yes
Buena Vista	Marion County Airport	82A	I	B-I/150	N/A	A-IS/150	Yes
Butler	Butler Municipal Airport	6A1	II	B-II/240	N/A	B-II/240	N/A
Cairo	Cairo-Grady County Airport	70J	I	B-II/240	N/A	B-II/240	Yes
Calhoun	Tom B. David Field Airport	CZL	III	B-I/240	Yes	B-II/240	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	B-II/240	N/A	B-II/240	Yes
Canon	Franklin County Airport	18A	I	B-I/150	N/A	B-II/240	N/A
Canton	Cherokee County Airport	CNI	II	B-II/240	N/A	B-II/240	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	C-II/300	Yes	C-II/300	Yes
Cartersville	Cartersville Airport	VPC	III	B-II/240	No	C-II/300	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	B-I/150	N/A	B-II/240	N/A
Claxton	Claxton-Evans County Airport	CWV	II	B-II/240	N/A	B-II/240	Yes
Cochran	Cochran Airport	48A	I	A-I/150	N/A	B-II/240	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	B-II/240	Yes	B-II/240	Yes
Cornelia	Habersham County Airport	AJR	III	B-II/240	Yes	B-II/240	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	A-I/150	N/A	A-I/225	Yes
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	A-I/150	N/A	A-I/225	N/A
Dalton	Dalton Municipal Airport	DNN	III	B-II/240	No	B-II/240	Yes
Dawson	Dawson Municipal Airport	16J	II	A-I/225	N/A	A-I/225	N/A
Donalsonville	Donalsonville Municipal Airport	17J	II	B-II/240	Yes	B-II/240	Yes
Douglas	Douglas Municipal Airport	DQH	III	B-I/225	Yes	C-II/300	Yes

TABLE 4-14: AIRPORT RUNWAY TO TAXIWAY SEPARATION STANDARDS

Associated City	Name	FAA ID	Role Level	ARC/Standard	2002 Met	ARC/ Standard	2017 Met
Dublin	W.H. "Bud" Barron Airport	DBN	III	D-II/300	Yes	D-II/300	Yes
Eastman	Heart Of Georgia Regional Airport	EZM	III	B-I/225	Yes	C-II/300	Yes
Elberton	Elbert County Airport-Patz Field	EBA	I	B-I/225	N/A	B-II/240	Yes
Ellijay	Gilmer County Airport	49A	I	A-I/150	N/A	A-I/225	N/A
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	B-II/240	No	B-II/240	No
Folkston	Davis Field Airport	3J6	I	A-I/150	N/A	A-I/225	N/A
Gainesville	Lee Gilmer Memorial Airport	GVL	III	B-II/240	No	B-II/240	Yes
Greensboro	Greene County Regional Airport	3J7	II	B-II/240	N/A	B-II/240	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	B-II/240	No	B-II/240	No
Hampton	Henry County Airport	HMP	II	B-II/240	Yes	B-II/240	Yes
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	B-I/150	N/A	A-I/225	N/A
Hazlehurst	Hazlehurst Airport	AZE	I	B-II/240	N/A	B-II/240	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	B-I/225	N/A	C-II/300	Yes
Homerville	Homerville Airport	HOE	II	B-I/225	Yes	B-II/240	Yes
Jasper	Pickens County Airport	JZP	II	B-II/240	Yes	B-II/240	Yes
Jefferson	Jackson County Airport	JCA	II	B-I/225	Yes	B-I/225	Yes
Jekyll Island	Jekyll Island Airport	09J	I	B-I/150	Yes	B-I/225	Yes
Jesup	Jesup-Wayne County Airport	JES	III	B-II/240	N/A	B-II/240	N/A
LaFayette	Barwick Lafayette Airport	9A5	II	A-I/225	N/A	A-I/225	Yes
LaGrange	Lagrange-Callaway Airport	LGC	III	C-I/300	No	C-II/300	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	D-II/400	Yes	D-II/400	Yes
Louisville	Louisville Municipal Airport	2J3	III	A-II/240	N/A	B-II/240	N/A
Macon	Macon Downtown Airport	MAC	II	B-II/240	No	B-II/240	No
Madison	Madison Municipal Airport	52A	I	B-II/240	N/A	B-I/225	N/A
Mc Rae	Telfair-Wheeler Airport	MQW	I	B-II/240	N/A	B-II/240	N/A
Metter	Metter Municipal Airport	MHP	I	B-I/225	N/A	B-II/240	Yes
Milledgeville	Baldwin County Airport	MLJ	III	B-II/240	No	B-II/240	No
Millen	Millen Airport	2J5	I	B-I/150	N/A	B-II/240	N/A
Monroe	Monroe-Walton County Airport	D73	II	B-II/240	N/A	B-II/240	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	B-II/240	N/A	B-II/240	N/A
Moultrie	Moultrie Municipal Airport	MGR	II	C-II/300	Yes	B-II/240	Yes
Moultrie	Spence Airport	MUL	I	B-I/150	Yes	A-I/225	Yes
Nahunta	Brantley County Airport	4J1	I	A-I/150	N/A	B-II/240	Yes
Nashville	Berrien County Airport	4J2	I	150	N/A	B-II/240	N/A
Perry	Perry-Houston County Airport	PXE	II	B-II/240	No	B-II/240	Yes
Pine Mountain	Harris County Airport	PIM	II	B-II/240	No	B-II/240	Yes

TABLE 4-14: AIRPORT RUNWAY TO TAXIWAY SEPARATION STANDARDS

Associated City	Name	FAA ID	Role Level	ARC/Standard	2002 Met	ARC/ Standard	2017 Met
Quitman	Quitman Brooks County Airport	4J5	I	A-I/150	Yes	B-II/240	No
Reidsville	Swinton Smith Field At Reidsville Municipal Airport	RVJ	I	B-II/240	N/A	B-II/240	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	C-II/400	Yes	C-II/300	Yes
St Marys	St Marys Airport	4J6	II	B-II/240	Yes	B-II/240	Yes
Sandersville	Kaolin Field Airport	OKZ	II	B-II/240	N/A	B-II/240	Yes
Soperton	Treutlen County Airport	4J8	I	B-I/150	N/A	A-I/225	N/A
Statesboro	Statesboro-Bulloch County Airport	TBR	III	B-II/240	Yes	C-II/300	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	B-II/240	No	C-II/300	Yes
Sylvania	Plantation Airpark	JYL	II	B-II/240	N/A	B-II/240	N/A
Sylvester	Sylvester Airport	SYV	I	A-I/150	N/A	B-II/240	N/A
Thomaston	Thomaston-Upson County Airport	OPN	III	B-II/300	Yes	C-II/300	Yes
Thomasville	Thomasville Regional Airport	TVI	III	C-II/300	Yes	B-II/240	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	B-II/240	Yes	C-II/300	Yes
Tifton	Henry Tift Myers Airport	TMA	III	B-II/300	Yes	B-II/240	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	B-II/240	No	B-II/240	Yes
Vidalia	Vidalia Regional Airport	VDI	III	B-II/240	Yes	C-II/300	Yes
Warm Springs	Roosevelt Memorial Airport	5A9	I	B-I/150	N/A	B-II/240	N/A
Washington	Washington-Wilkes County Airport	IIY	II	B-II/240	N/A	B-II/240	Yes
Waycross	Waycross-Ware County Airport	AYS	III	C-II/400	Yes	C-II/300	Yes
Waynesboro	Burke County Airport	BXG	I	B-I/225	N/A	B-II/240	N/A
Winder	Barrow County Airport	WDR	III	B-II/240	Yes	B-II/240	Yes
Wrens	Wrens Memorial Airport	65J	I	B-1/150	N/A	A-IS/150	N/A

Source: GDOT
Note: 2002 standards for Group I varied if airport was for small aircraft exclusively.

Ideally, all runway to taxiway separations in the Georgia system should meet applicable standards.

4.10 Results from Other System Evaluation Analysis

4.10.1 Statewide Runway Protection Zone Analysis

As part of the GSASP inventory, work was undertaken to determine which RPZs are and which are not under airport control. In addition, work was completed to identify and categorize all uses in any RPZ area not under airport control. Each airport's Individual Airport Report provides specific information on reported RPZ control, incompatible uses in each RPZ as they were identified, and a cost estimate for resolving land use incompatibilities in the airport's RPZs, as applicable.

Runway protection zones are trapezoidal areas off runway ends that enhance the protection of people and property on the ground in the event an aircraft lands or crashes beyond the runway end. The size of the RPZ

on each runway end is determined by the runway approach type and the airport's critical/design aircraft. Airports must have sufficient interest to control their RPZs to protect them from obstructions that penetrate air space and incompatible land use. Airport sponsors can obtain interest in their RPZs through fee simple acquisition or the purchase of easements. Adequate zoning ordinances should be enacted even if fee simple or easement control is in place. The FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land use in their RPZs.

In 2012, the FAA published a memorandum, "Interim Guidance on Land Uses within a Runway Protection Zone," that addresses land use within an RPZ. Coordination with the FAA's National Airport Planning and Environmental Division is needed when any of the items listed in **Table 4-15** are in an RPZ as a result of:

- An airfield project
- An increase in the RPZ dimensions and resulting acreage (from a new or modified approach procedure or a change in the critical design aircraft)
- A proposal of development within the RPZ (new or reconfigured)
- A change in design standards

TABLE 4-15: LAND USES IN AN RPZ REQUIRING FAA COORDINATION

– Buildings and structures
– Recreational land use
– Transportation facilities (railroads, public roads, parking facilities)
– Fuel storage facilities
– Hazardous material storage
– Wastewater treatment facility
– Above-ground utility infrastructure

Source: FAA

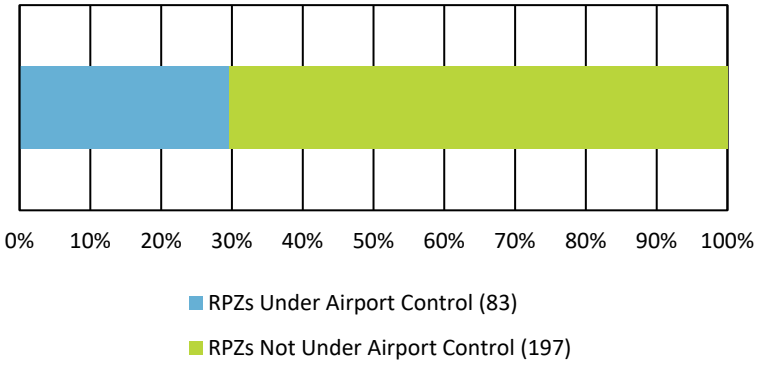
The RPZs for each airport runway end for airports in the Georgia airport system were reviewed for acreage controlled by the airport and acreage not currently under airport control. Incompatible land uses within each RPZ at each airport were identified during the GSASP inventory effort. This review was accomplished in part by using Airport Land Use Maps (from ALPs) and other airport documents on file with GDOT. Airports also provided RPZ land use and ownership information when airport site visits were conducted during the inventory effort.

Once acreage not under airport control was established and types of use or uses in uncontrolled acreage was identified, the cost to acquire any uncontrolled RPZ land was estimated. Costs were estimated using standardized statewide land values per acre by land use type. Cost estimates related to obtaining control over all RPZs for the 103 study airports are presented in the final chapter of the GSASP. The following seven categories of land use types were identified:

- Urban Land
- Rural Land
- Residential Property
- Commercial Property
- Paved Road
- Unpaved Road
- Railroad

A total of 280 RPZs were analyzed at 103 airports throughout Georgia; GSASP analysis determined that only 30 percent of the 280 RPZs are currently under full airport control.

FIGURE 4-36: GEORGIA RPZS UNDER AND NOT UNDER AIRPORT CONTROL

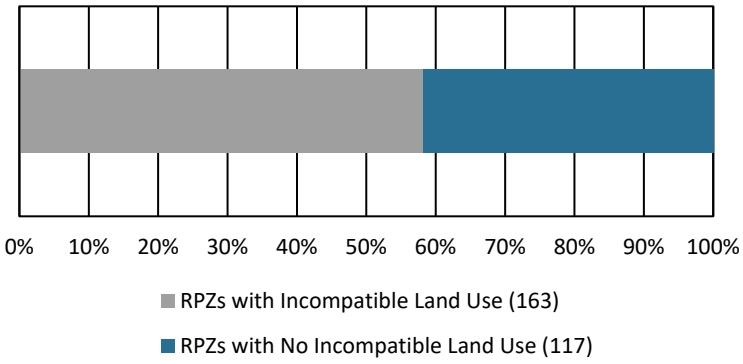


Source: Moffatt & Nichol

Based on analysis of the 280 RPZs at the 103 study airports, it was determined that 1,597 acres of land out of 6,468 total RPZ acres are currently not under airport control. This comprises 24 percent of all RPZ acreage; 569 acres of all uncontrolled acres are classified as Urban Land and 1028 acres as Rural Land. The GSASP RPZ analysis indicates that statewide, 112 properties in RPZs are zoned residential and 179 properties are designated as commercial property.

Figure 4-37 displays the statewide results on RPZs with incompatible land use and those with no incompatible land use; 117 RPZs have no incompatible land use, while 163 do have some type of incompatible land use.

FIGURE 4-37: AIRPORTS WITH AND WITHOUT INCOMPATIBLE LAND USE

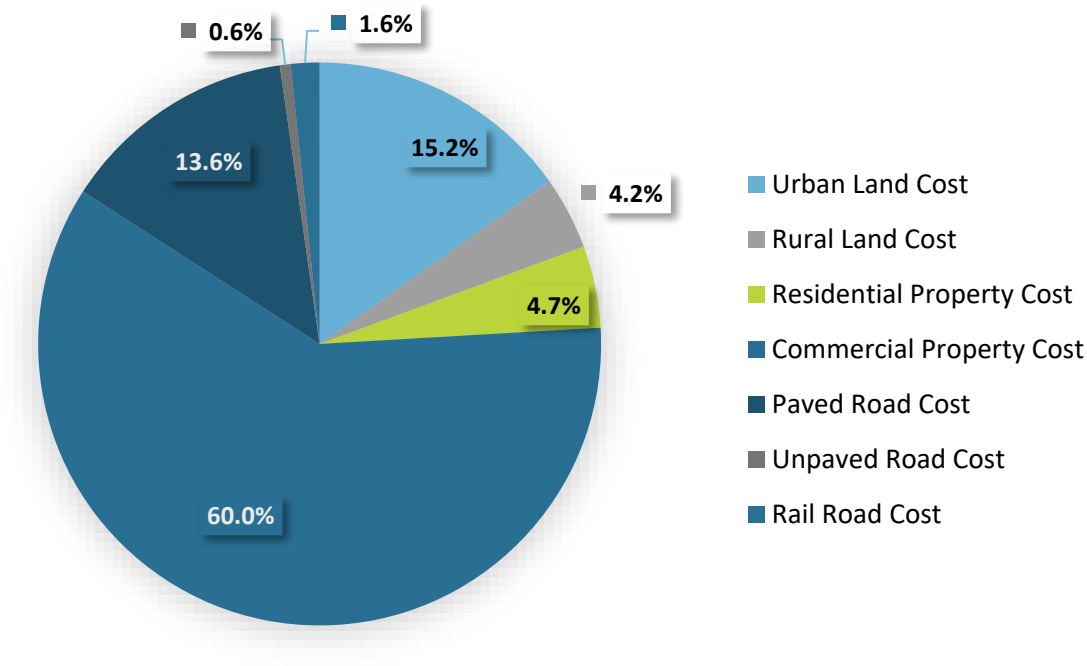


Source: Moffatt & Nichol

On a statewide basis, **Figure 4-38** depicts the type of land uses that were found in RPZs not controlled by Georgia airports. While actual costs to gain control over all RPZs at Georgia airports are discussed later in this report, **Figure 4-38** presents information that shows, on a relative basis, costs that could be incurred, by land use type, to bring all RPZs under airport control. As **Figure 4-38** shows, percentage wise, bringing uncontrolled properties in the RPZs related to commercial development would have the highest potential costs.

The remaining sections of this summary provide information by airport role/level on uncontrolled areas in the RPZs at study airports. It is important to note that this analysis considers current and not future airport roles or RPZs. Each airport's Individual Airport Report provides information on incompatible land use in RPZs and on potential costs that could be incurred to bring the airport's RPZs under airport control.

FIGURE 4-38: STATEWIDE PERCENTAGE OF COST TO GAIN CONTROL OVER LAND USE TYPES WITHIN AIRPORT RPZS



Source: Moffatt & Nichol

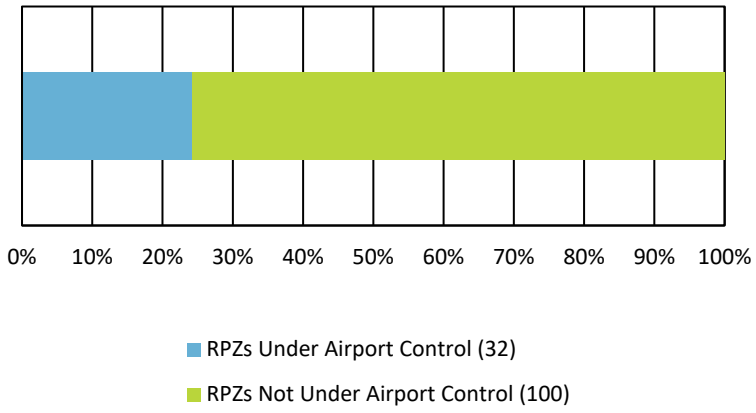
Level III Airports

Level III consists of 41 airports with a total of 132 RPZs. Of all Level III airports, 807 acres out of 3,734 RPZ acres are outside airport control. This equates to over 20 percent of all RPZ acreage, or 100 RPZs not under control at Level III airports. Urban and Rural Land in the uncontrolled RPZ areas at Level III is split, 51 percent and 49 percent, respectively. Level III RPZ acreage not under airport control, consists of 113 Commercial Properties and 40 Residential Properties. For Level III airports, 92 RPZs include Transportation Facilities which are mostly Roadways, but also include Railroads that dissect some RPZs.

Figure 4-39 shows, for Level III airports, the number of all RPZs that are fully under airport control versus those not fully under control.

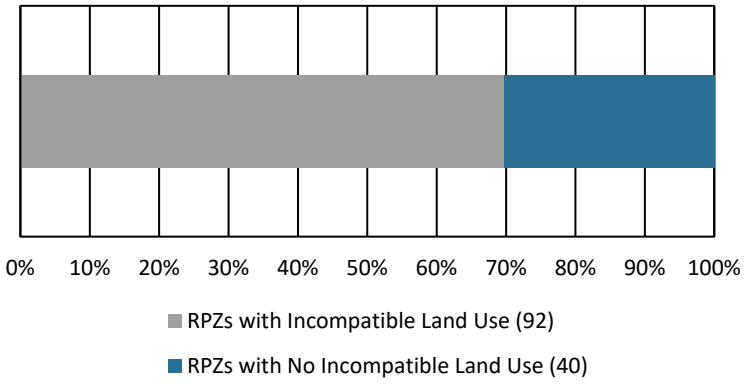
Figure 4-40 shows, again for Level III airports, the percentage of all RPZs with reported incompatible land use versus those that have no reported incompatible land use.

FIGURE 4-39: LEVEL III RPZS FULLY UNDER AND NOT FULLY UNDER AIRPORT CONTROL



Source: Moffatt & Nichol

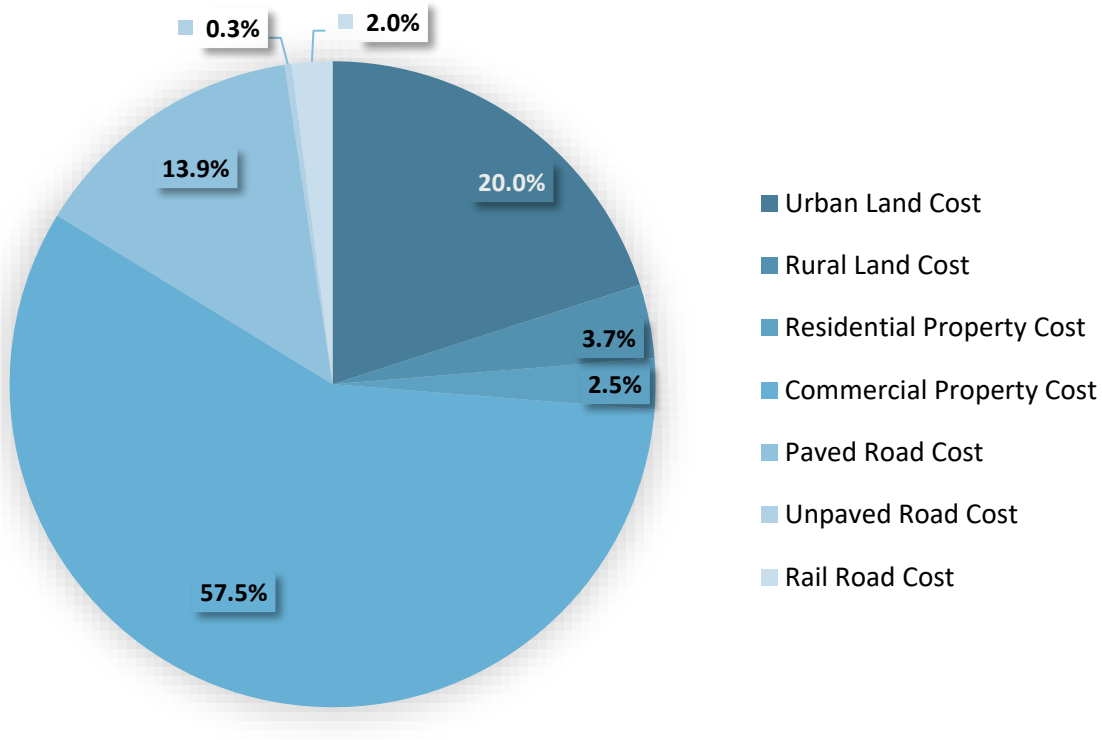
FIGURE 4-40: LEVEL III RPZS WITH AND WITHOUT INCOMPATIBLE LAND USES



Source: Moffatt & Nichol

Implied cost percentages to bring RPZs for all Level III airports under airport control are shown in **Figure 4-41**. Commercial property costs are estimated to be the highest for Level III airports.

FIGURE 4-41: PERCENTAGE OF TOTAL COST BY CATEGORY TO CONTROL ALL RPZS AT LEVEL III AIRPORTS



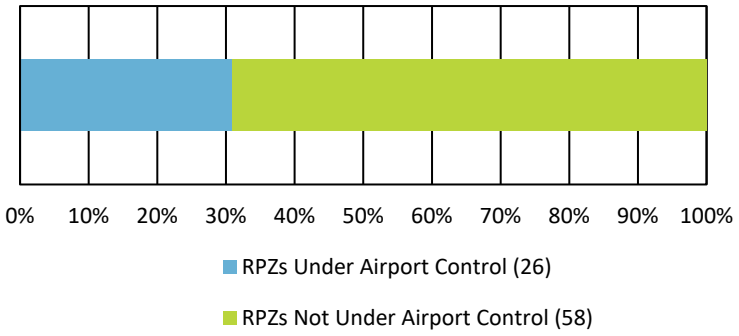
Source: Moffatt & Nichol

Level II Airports

Level II consists of 32 airports with a total of 84 RPZs. For all Level II airports, 593 acres of the total 1,779 acres are outside airport control. The number of RPZs under airport control is 26, or 31 percent of the total. Of the 593 acres, 481 acres are classified as Rural Land and 112 acres are classified as Urban Land.

Figure 4-42 shows the percentage of all Level II airport RPZs that are fully or not fully under airport control.

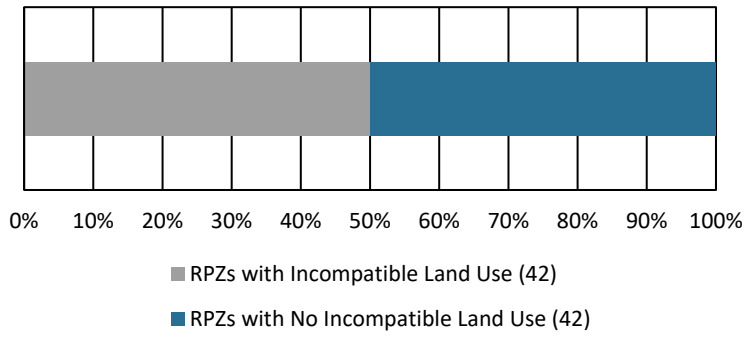
FIGURE 4-42: LEVEL II RPZS FULLY AND NOT FULLY UNDER AIRPORT CONTROL



Source: Moffatt & Nichol

For Level II airports, 50 percent (42 RPZs) of all RPZs have some type of incompatible development; much of this development is residential or commercial/industrial development, often times both. Approximately 44 percent of all RPZs at Level II airports include some Residential Property, and over 60 percent include Commercial or Industrial Property. **Figure 4-43** summarizes incompatible RPZ land use information for Level II airports.

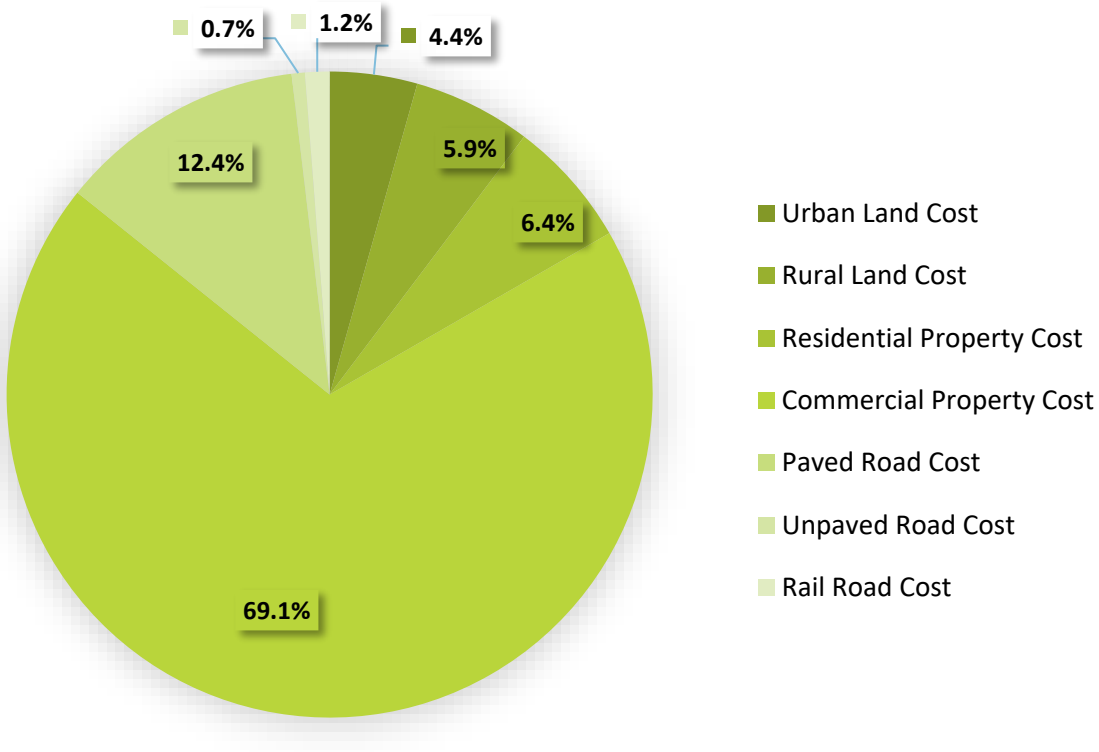
FIGURE 4-43: LEVEL II RPZS WITH AND WITHOUT INCOMPATIBLE LAND USES



Source: Moffatt & Nichol

For Level II airports, over 69 percent of the total cost to bring all RPZs under airport control is for Paved Roads and Commercial Properties. The remaining percentages can be found in **Figure 4-44.**

FIGURE 4-44: PERCENT OF TOTAL COST BY CATEGORY TO CONTROL ALL RPZS AT LEVEL II AIRPORTS



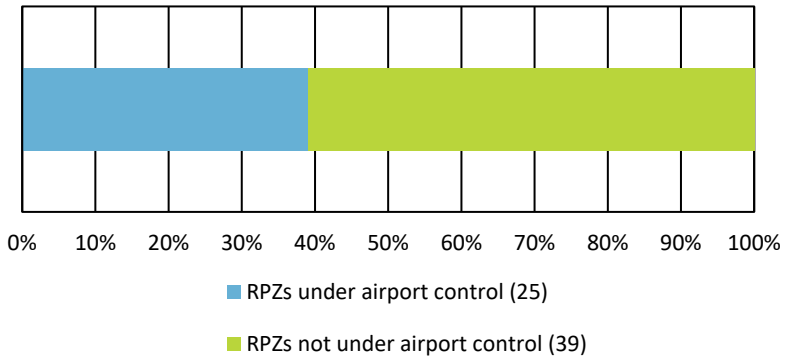
Source: Moffatt & Nichol

Level I Airports

Level I consists of 30 airports that have 64 RPZs. For Level I airports, 45 percent of the RPZs are reported to have incompatible land use. The majority of the incompatible use is from roads, but a few RPZs also have sports facilities. Of all Level I airports, 25 RPZs are outside airport control; the remaining 39 RPZs are reportedly under airport control. This information is depicted graphically in **Figure 4-45.**

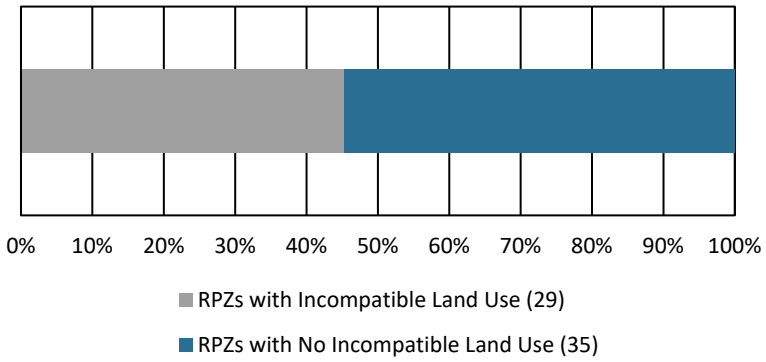
RPZs at Level I airports contain 955 acres, 197 of which are not airport controlled. Rural Land is approximately 80 percent of the uncontrolled acreage, while the other 20 percent of the uncontrolled acreage is Urban Land. There are 16 Commercial Properties and 35 Residential Properties located within RPZs, not under airport control, at the Level I airports. This information is depicted graphically in **Figure 4-46**.

FIGURE 4-45: LEVEL I RPZS UNDER AND NOT UNDER AIRPORT CONTROL



Source: Moffatt & Nichol

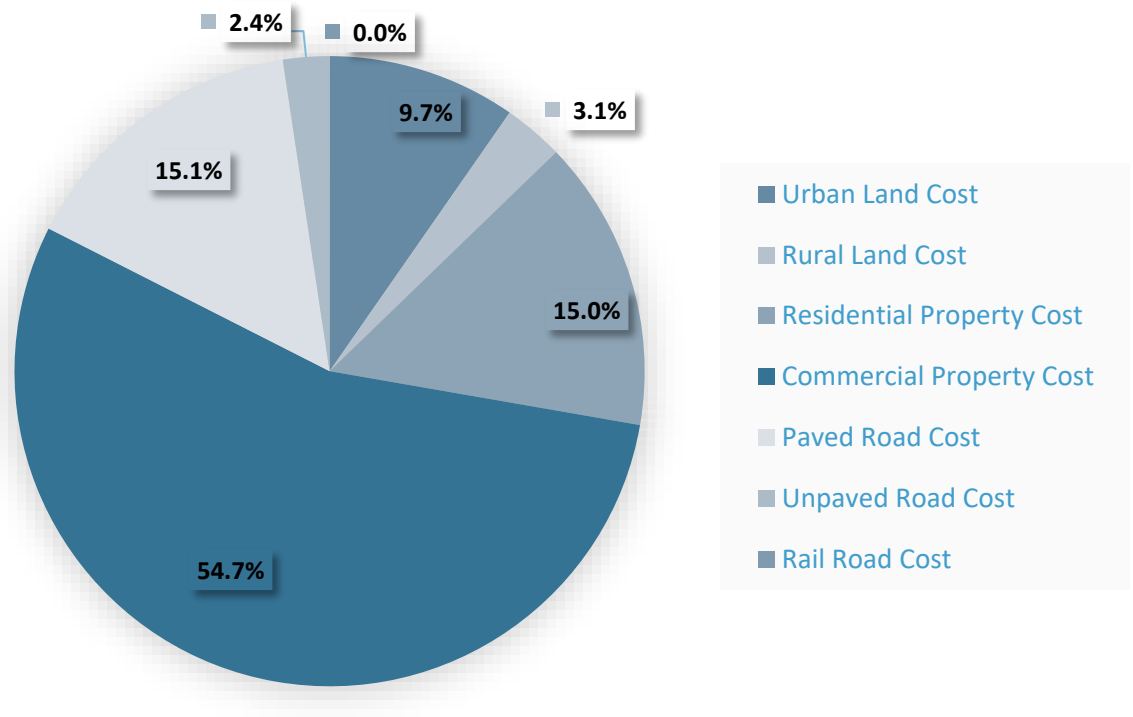
FIGURE 4-46: LEVEL I RPZS WITH AND WITHOUT INCOMPATIBLE LAND USES



Source: Moffatt & Nichol

For the Level I airport RPZs, the highest percentage of costs associated with bringing all airport RPZs under airport control falls under the Commercial Property land category. **Figure 4-47** displays the breakdown for each land use category in the uncontrolled RPZs for Level I airports.

FIGURE 4-47: PERCENTAGE OF TOTAL COST BY CATEGORY - LEVEL I AIRPORTS



Source: Moffatt & Nichol

All Georgia airports should have control over the land in their RPZs, and all airports should take steps to resolve any incompatible land use within their existing and future RPZs. The Statewide Airport Compatible Land Use Assessment Report provides information on the costs needed to resolve all RPZ incompatibilities. Costs shown in the Statewide Airport Compatible Land Use Assessment Report are based on current airport roles; these costs were updated in **Chapter 7** as necessary to reflect recommended role changes.

4.10.2 Statewide Land Use Analysis

Airports receiving grants from the FAA and GDOT are obligated to comply with federal and state grant assurances. As part of these assurances, the airport sponsors must ensure that the land and airspace around the airport are protected from incompatible uses that may pose operational constraints and from height obstructions that pose safety hazards to aircraft operations. Airports should be vigilant and work with neighboring local governments to guard against land uses and other development or activity that conflict with the use of the airport. It is important to note that local governments, not the airport themselves, have control over what development takes place in the airport environs. Model zoning ordinances to control land use and the height of objects in the airport environs can be obtained from GDOT.

To protect airports in Georgia, various levels of planning and zoning should be adopted and enforced by local governments surrounding each airport. While planning and zoning are related, they are different. Planning sets policy objectives for a local government, but often lacks legal enforcement mechanisms. Zoning is the regulatory or enforcement tool that is used to implement planning. Not only is it important for local governments to develop planning objectives and zoning ordinances, but all local governments need to implement and enforce the necessary ordinances, codes, policies, standards, rules, and regulations to help

protect each airport. A lack of appropriate control can directly impact an airport's ability to comply with FAA/state grant assurances. Violation of grant assurances may jeopardize an airport's future funding eligibility.

For the GSASP update, study airports identified a total of 196 local governments (cities or counties) that are in proximity to one of the 103 study airports. In part, with information provided by study airports, the 196 local governments were examined to determine if they have existing land use controls in place. This included identifying cities or counties that have: land use zoning ordinances, specific airport zoning or overlay districts, land use maps that include the airport, and/or height zoning ordinances. Multiple sources were searched for city and county ordinances, plans, and land use maps. From GSASP research, **Figure 4-48** displays the percentage of local governments with various land use controls and zoning tools in place. Each airport's Individual Airport Report identifies which local governments were identified as being near each airport and what actions these local governments reported to have or to have not taken to enforce land use compatibility in the airport environs.

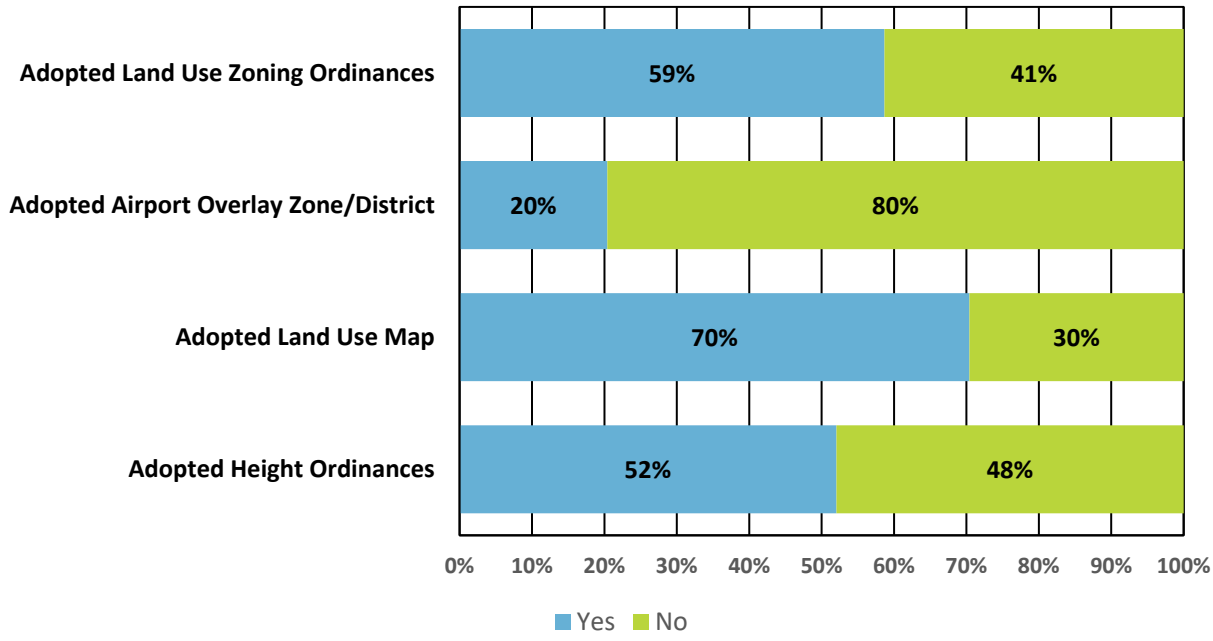
Statewide research conducted as part of the GSASP Update produced the following findings:

- Of the 196 local governments that were examined, 55 percent of all local governments were found to have some type of adopted zoning in place.
- Only 20 percent of the 196 local governments, however, have some type of specific airport overlay or zoning district.
- 71 percent of the 196 local governments have some type of land use map that includes the airport and its location; these maps, however, do not control land use in airport vicinity, they only identify the land use types.
- Of the 196 local governments, 52 percent have some type of height related zoning; some, but not all, of these height zoning ordinances should protect airports (if they are enforced) from the development of structures/towers that are in conflict with areas around Georgia airports that need to be protected from tall structures that impede safe aircraft operations. Not all height zoning ordinances that have been adopted by local governments in Georgia follow height restriction guidelines outlined by FAA in FAR Part 77.

The complete Statewide Airport Compatible Land Use Assessment Report is available from GDOT, and each airport's Individual Airport Report provides information on the status land use controls for local governments that are in proximity to the airport. It is worth noting that there are over 550 local governments in Georgia. The 196 local governments included in this analysis were identified by the study airports. It is quite possible that there are other local governments that are in proximity to the 103 study airports that were omitted from this review.

Since only 20 percent of the 196 local governments (39 local governments) have specific airport zoning, it is clear that additional work is needed throughout the state to increase the number of local governments that are taking steps to protect airport resources in Georgia.

FIGURE 4-48: LOCAL GOVERNMENTS WITH LAND USE CONTROLS AND ZONING TOOLS IN PLACE



Source: Marr Arnold

4.10.3 Statewide Through-the-Fence Analysis

During the GSASP's inventory phase, airport managers and sponsors were asked to report the existence of through-the-fence (TTF) activities at their airport; TTF operations are defined as individuals or businesses operating adjacent to but off airport property. TTF arrangements give businesses and individuals access to an airport's taxiways and runways. Based on data from the Transportation Research Board's Airport Cooperative Research Program, TTF operations can be broken down into five categories:

- Residential
- Commercial Aeronautical
- Non-commercial Aeronautical
- Non-aeronautical
- Government/military

Because TTF activities are outside airport property, they are not always under the airport's control. Often times this results in the airport not collecting rent or fees from TTF operators, or fees can be different than those charged to similar on-airport businesses. The absence of a legal agreement between the TTF operator and the airport can result in the off-airport operators not being held to same standard as on-airport operators. All airports should have a written agreement with all TTF operators. Many publications exist to assist in guiding TTF agreements, including:

- FAA Policy Regarding Access to Airports from Residential Property in the Federal Register (Vol. 78, No. 136, Page 42419)
- Order 5190.6B: Airport Compliance Manual (Guidance)

- Compliance Guidance Letter 2013-1: FAA Review of Existing and Proposed Residential TTF Access Arrangements

Each TTF operator, reported during the inventory phase, was examined to determine the type of activity, the fees associated with each operator, and if there is an official agreement in place with the TTF operator. Results indicated that 17 of Georgia's 103 system airports have TTF operators. **Table 4-16** identifies the airports with TTF activity, and the number of TTF operators located at each. The full TTF report is available from the Office of Aviation Programs.

TABLE 4-16: AIRPORTS IN GEORGIA WITH THROUGH-THE-FENCE ACCESS

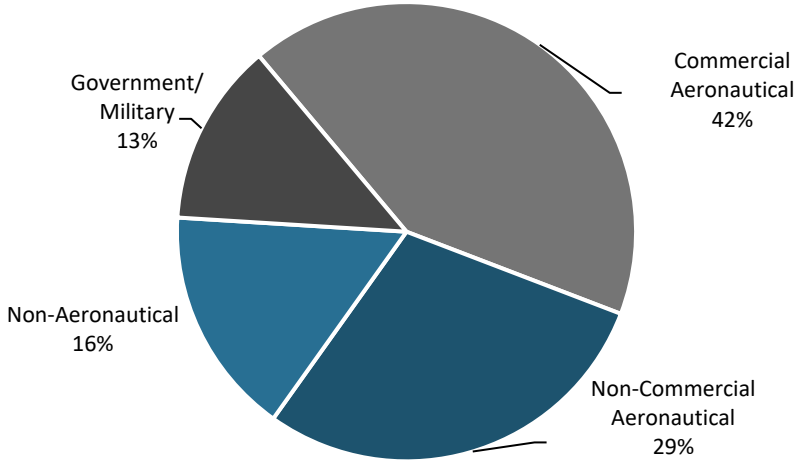
Airport Name	Associated City	FAA ID	No. of Operators with TTF Access
Southwest Georgia Regional Airport	Albany	ABY	1
Atlanta Regional Airport-Falcon Field (Peachtree City)	Atlanta	FFC	3
Decatur County Industrial Air Park	Bainbridge	BGE	6
Early County Airport	Blakely	BIJ	1
Cochran Airport	Cochran	48A	1
Heart of Georgia Regional Airport	Eastman	EZM	1
Davis Field Airport	Folkston	3J6	2
Henry County Airport	Hampton	HMP	4
Hawkinsville-Pulaski County Airport	Hawkinsville	51A	1
Pickens County Airport	Jasper	JZP	1
Barwick Lafayette Airport	LaFayette	9A5	1
Macon Downtown Airport	Macon	MAC	1
Telfair-Wheeler Airport	Mc Rae	MQW	1
Spence Airport	Moultrie	MUL	4
Quitman Brooks County Airport	Quitman	4J5	1
Savannah/Hilton Head International Airport	Savannah	SAV	1
Burke County Airport	Waynesboro	BXG	1

Source: GSASP Inventory

Statewide research conducted as part of the GSASP update produced the following findings:

- 42 percent of the TTF operators in Georgia provide commercial aeronautical TTF activities; 29 percent offer non-commercial aeronautical TTF activities; 13 percent of the TTF operations are government or military users; and 16 percent are identified as non-aeronautical operators. This information can be found in **Figure 4-49**.

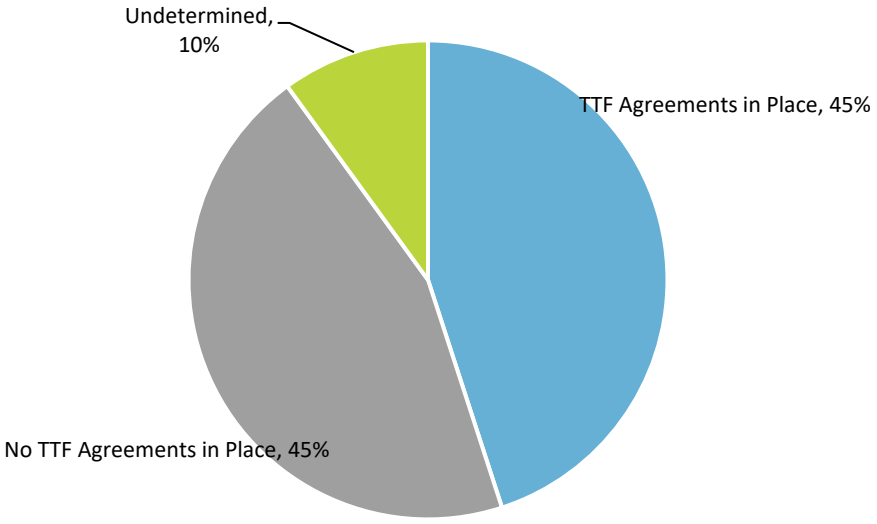
FIGURE 4-49: TYPES OF TTF ACTIVITIES AT GEORGIA AIRPORTS



Source: GSASP Inventory

- Seven of the 17 airports (41 percent) reported having TTF access agreements in place with all their TTF operators. Seven airports (41 percent) do not have agreements in place.
- TTF access agreements are in place for 14 of the 31 operators (45 percent), 14 of the 31 TTF operators (45 percent) do not have an access agreement with the airport, it is unclear for three of the operators (10 percent) if an agreement is in place. **Figure 4-50** displays each of these conditions.

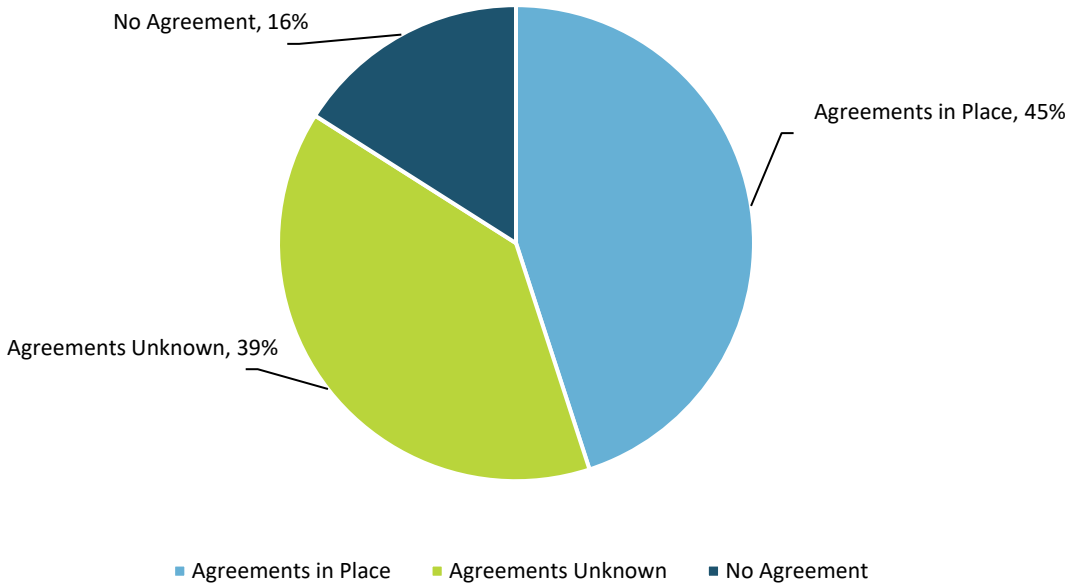
FIGURE 4-50: OPERATORS WITH TTF AGREEMENTS IN PLACE AT GEORGIA AIRPORTS



Source: GSASP Inventory

- The majority of the airports (12 of 17 or 71 percent) provide TTF access to just one adjacent TTF operator.
- 14 of the 31 TTF operators in Georgia are currently paying a fee to the airport where they are located, as **Figure 4-51** shows.

FIGURE 4-51: GEORGIA AIRPORTS COLLECTING AND NOT COLLECTING TTF FEES



Source: GSASP Inventory

The majority of the best practices for TTF agreements focus on safety and security for the airport, having a formal agreement between the airport and the TTF operator, and developing a fee for airport access. Every airport is different, so protocols regarding TTF activity will vary. Information on best practices and model operating agreements for TTF activities are available from GDOT.

4.11 Summary of System Performance

This chapter provides important information showing how the Georgia airport system improved between the last GSASP (2002) and this update (2017). For some measures, 2002 system performance data was not available. As a result of state, federal, and local investment, the system made tremendous strides between 2002 and 2017 for almost all system performance measures.

The system performance evaluation shows that Georgia's current accessibility for each of the established measures is excellent. Even if no further improvements to the system were accomplished (which will not be the case), the system is already preforming at a very high level for all the established performance measures.

Accessibility currently exceeds 90 percent for all accessibility performance measures, with the exception of commercial airport access at a 60-minute drive time. According to information provided by Hartsfield-Jackson Atlanta International Airport, the airport considers its service area to be 180 minutes (a three-hour drive), not the 60 minutes used in the system plan evaluation. If a 180-minute drive time service area were used for Hartsfield, as opposed to 60 minutes, the accessibility rating for commercial airport accessibility would increase to over 90 percent.

Table 4-17 provides a summary of current and future system performance for each of the measures. Future system performance, as noted in this chapter, is based on airports implementing planned improvements. Justification for all planned improvements continues to be bottom-up from the individual airport level, rather than top-down from the GSASP. Planned improvements considered during the system evaluation process were further considered in the GSASP to analyze facility and service objectives by airport role.

TABLE 4-17: CURRENT AND FUTURE PERFORMANCE MEASURES

Performance Measure	Georgia Residents in Service Area
60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service	
– 60-Minute Current Accessibility to Georgia Commercial Airports	80.68%
– 60-Minute Current Accessibility to Georgia and Nearby Commercial Airports	85.10%
– 60-Minute Accessibility to a Georgia Commercial Airport Excluding Macon and Athens	69.41%
– 60-Minute Accessibility to a Georgia Commercial Airports with More than One Scheduled Carrier	58.27%
30-Minute Accessibility to an Airport	
– 30-Minute Current Accessibility to A Georgia Airport	93.40%
– 30-Minute Current Accessibility to a Georgia or Nearby Airport	93.72%
– 30-Minute Potential Accessibility to a Georgia or Nearby Airport	93.89%
30-Minute Accessibility to an Airport with a Published Approach	
– 30-Minute Current Accessibility to A Georgia Airport with a Published Approach	92.31%
– 30-Minute Current Accessibility to a Georgia or Nearby Airport with a Published Approach	93.08%
– 30-Minute Target Accessibility if All Georgia Airports Have a Published Approach	94.27%
– 30-Minute Accessibility to a Proposed/Pending Published Approach	93.20%
45-Minute Accessibility to an Airport with a Vertical Guidance Approach	
– 45-Minute Current Accessibility to a Georgia Airport with a Vertical Guidance Approach	98.27%
– 45-Minute Current Accessibility to a Georgia or Nearby Airport with a Vertical Guidance Approach	98.90%
– 45-Minute Potential Accessibility to a Georgia or Nearby Airport with a Vertical Guidance Approach from System Upgrades	99.43%
30-Minute Accessibility to an Airport with On-Site Weather Reporting Equipment	
– 30-Minute Current Accessibility to a Georgia Airport with On-Site Weather Reporting Equipment	90.48%
– 30-Minute Current Accessibility to Georgia or Nearby Airport with On-Site Weather Reporting Equipment	91.34%
– 30-Minute Potential Accessibility to Georgia or Nearby Airport with On-Site Weather Reporting Equipment	93.13%
30-Minute Accessibility to an Airport with a Runway Length of 4,000 feet or Greater	
– 30-Minute Current Accessibility to a Georgia Airport with a Runway Length of 4,000 feet or Greater	92.37%
– 30-Minute Current Accessibility to a Georgia or Nearby Airport with a Runway Length of 4,000 feet or Greater	92.99%
– 30-Minute Potential Accessibility to a Georgia or Nearby Airport with a Runway Length of 4,000 feet or Greater	93.89%
30-Minute Accessibility to an Airport with a Runway Length of 5,000 feet or Greater	
– 30-Minute Current Accessibility to a Georgia Airport with a Runway 5,000 feet or Greater	91.36%
– 30-Minute Current Accessibility to Georgia and Nearby Airports with a Runway 5,000 feet or Greater	91.98%
– 30-Minute Potential Accessibility to a Georgia or Nearby Airport with a Runway 5,000 feet or Greater	93.67%
45-Minute Accessibility to an Airport with a Runway of 5,500 Feet or Greater	

TABLE 4-17: CURRENT AND FUTURE PERFORMANCE MEASURES

Performance Measure	Georgia Residents in Service Area
– 45-Minute Current Accessibility to Georgia Airports with a Runway of 5,500 Feet or Greater	96.71%
– 45-Minute Current Accessibility to Georgia and Nearby Airports with a Runway of 5,500 Feet or Greater	97.71%
– 45-Minute Potential Accessibility to Georgia and Nearby Airports with a Runway of 5,500 Feet or Greater	98.65%
Primary Runway PCI of 70 or Greater	
– 2002 System Performance	77%
– 2012 System Performance	98%
Primary Runway Meeting Runway Safety Area Standards	
– 2002 Performance	84%
– 2017 Performance	84%
Applicable Runways Meeting Runway/Taxiway Separation Standards	
– 2002 Performance	91%
– 2017 Performance	75%
Runway Protection Zones Under Airport Control	
– 2017 Performance	29.3%
Runway Protection Zones without Incompatible Land Use	
– 2017 Performance	41.8%
Land Use Controls	
– 2017 Local governments with Zoning	55%
– 2017 Local governments the Airport Overlay Zoning/District	20%
– 2017 Local governments with Land Use Map that Includes Airport	71%
– 2017 Local governments with Height Zoning	52%

Source: Jviation

5. AIRPORT ROLES

As part of GDOT's prior airport system plans, criteria were identified to assign each airport in the state system to a role or level. In Georgia, airport levels generally reflect the type of users each airport accommodates and the facilities and services that the airport has in place. Levels also typically reflect the airport's relative importance, as it relates to meeting the state's transportation and economic needs and objectives. Further, airport levels are often matched to the socioeconomic and demographic characteristics of the communities the airport serves.

This chapter of the update to the Georgia Statewide Airport System Plan (GSASP) provides the following:

- Review of current airport roles.
- Comparison of Georgia state airport levels/roles to roles for Georgia airports established by the Federal Aviation Administration (FAA) in their ASSET Study or National Plan of Integrated Airport Systems (NPIAS).
- Discussion of the need to consider change to current airport levels.
- Recommendations for changes to current airport levels.

Chapter 6, Airport Facility and Service Objectives, examines the ability of each airport to meet facility and service objectives that are applicable to each airport's recommended level.

5.1 Factors That Influence Current Roles for Georgia Airports

Levels for Georgia airports were established in the 2002 GSASP; the following factors were considered in the 2002 system plan to assign Georgia airports to a level:

- Coverage: Percentage of the state contained in an airport service area. This factor included the establishment of a 30-minute service area for each airport via a geographic information system (GIS) drive time analysis. Information was collected for each service area to evaluate factors including quantity and quality of roads, number of square miles in each airport service area, and socioeconomic/demographic factors in each service area.
- Accessibility: Proximity to the state and federal highway system was reviewed.
- Sectors Served: Socioeconomic and demographic factors including population and employment, along with other factors, such as registered pilots and aircraft owners in each service area, were also considered.
- Based Aircraft: The number of based aircraft at each airport was considered.
- Facilities: Existing facilities at each airport were considered in the role assignment process.
- Services: Existing airport services including aircraft fuel, maintenance/repair, flight training, Fixed Based Operators, and other services were also reviewed as roles were initially assigned.
- Expansion Capabilities: Role assignments also considered the ability for the airport to expand based on surrounding factors, including manmade or natural obstructions, environmental factors, and other local conditions.

For each factor, indicators that could be assigned a numeric value were identified. Once numeric values were identified, airports were ranked from high to low for each indicator. A Steering Committee, which helped guide the initial airport role assignment process in the 2002 plan, also assigned a relative importance weighting to each of the indicators. The airport's total point value was calculated by multiplying the airport's "raw score" for each indicator by the "importance weighting" assigned to the indicator.

Once each airport's total raw and weighted scores for each indicator were estimated, all scores were summed, and airports were again sorted from high to low. The final step was to assign airports with comparable scores to similar mathematical cohorts. This process helped identify and group airports, assigning the airports with similar scores to Level I, Level II, or Level III.

The "Georgia System Airports and 2002 Airport Roles/Levels" figure in **Chapter 2, Inventory** is a map showing each airport's current level in the Georgia system, as it was assigned when this study started. The "System Plan Role Descriptions" table in **Chapter 2** provides an overview of the general characteristics of Level I, Level II, and Level III airports in the Georgia system.

The next section of this report evaluates and compares state airport roles in relationship to the FAA's NPIAS. While FAA roles are important from a federal standpoint, GDOT did not consider federal airport roles when revisiting role assignments for airports in the state airport system.

5.2 FAA Roles for Georgia Airports

FAA uses the NPIAS to classify airports in the United States that are open to the public and eligible for federal funding.

Of the 3,340 existing and proposed airports in the United States included in the NPIAS[1], 382 provide commercial service. These airports are classified as "Primary" airports and are further defined as large, medium, small, and non-hub airports based on the number of enplanements accommodated at each facility. There are eight airports included in the NPIAS as "proposed" new or replacement airports. The remaining 2,950 landing facilities (which include airports, seaplane bases, and heliports) are referred to as "Nonprimary" airports. Within the Nonprimary category, 127 of the airports are "Nonprimary Commercial Service" airports. Nonprimary Commercial Service airports support scheduled commercial service, but have lower levels of enplanements, ranging between 2,500-10,000 enplanements per year. An additional 259 of the 2,950 airports are classified as "Reliever" airports. Reliever airports are high-activity general aviation airports that provide general aviation operators with alternatives to congested commercial hubs. The remaining 2,564 Nonprimary airports are classified as "general aviation airports."

Recognizing the unique roles played by general aviation airports throughout the United States, FAA conducted a study to further classify the general aviation airports included in the NPIAS. To accomplish this, FAA published *General Aviation Airports: A National Asset (ASSET)* in May 2012. This report documents the importance of the general aviation airport system, the need for new general aviation categories, a description of each of the ASSET categories, and lists showing each airport in the NPIAS identified by FAA ASSET category. A second study was completed by FAA in March 2014 (*ASSET 2: In-Depth Review of the 497 Unclassified Airports*) to further consider classifications for general aviation airports, especially those that fell in the "Unclassified" category.

ASSET notes five key aeronautical functions or types of activity supported by the national general aviation airport system. *ASSET* identifies classifications for 91 general aviation airports in the Georgia airport system[2].

Aeronautical functions for airports included in *ASSET* include:

- Emergency preparedness and response
- Critical community access for remote areas

[1] FAA's *National Plan of Integrated Airport Systems (NPIAS) 2017-2021*

[2] There are six additional general aviation airports included in the Georgia airport system that are not included in the NPIAS: Marion County Airport (82A), Lumpkin County-Wimpy's Airport (9A0), Davis Field Airport (3J6), Hawkinsville-Pulaski County Airport (51A), Spence Airport (MUL), and Treutlen County Airport (4J8).

- Commercial, industrial, and economic activity functions
- Access to tourism and special events
- Other aviation-specific functions including corporate flights and flight instruction

As part of *ASSET*, FAA identified five categories to further refine the classification of general aviation airports included in the NPIAS. New categories for general aviation airports included in the NPIAS were developed to provide policy makers with a better understanding of the relative contribution of airports in the nation's vast general aviation system. While more detailed than the previous category designation of general aviation-reliever or general aviation, the new federal categories are still broad. The five new categories for general aviation airports included in the NPIAS and the criteria used to place each airport into a category are presented in **Table 5-1.**

TABLE 5-1: FAA ASSET AIRPORT CATEGORIES AND CRITERIA

ASSET Category (# of NPIAS Airports in the US assigned to the category)	Criteria
National (89): Supports national and state airport systems by providing communities with access to national and international markets in multiple states and throughout the United States	1. 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures 2. 10,000+ enplanements OR 3. 500+ million pounds of landed cargo
Regional (530): Supports regional economies connecting communities to statewide and interstate markets.	1. Metropolitan Statistical Area (MSA) and 10+ domestic flights of 500 miles, 1,000 instrument ops, 1+ based jet, or 100+ based aircraft 2. Located in a MSA and meets definition of commercial service
Local (1,262): Supplements local communities by providing access to intrastate and some interstate markets.	1. 10+ instrument operations and 15+ based aircraft OR 2. 2,500+ passengers
Basic (813): Links the community with national airport system and supports general aviation activities.	1. 10+ based aircraft; OR 2. 4+ based helicopters; OR 3. Located 30+ miles from nearest NPIAS airport; OR 4. Used by US Forest Service, or US Marshalls, or US Customs and Border Protection, or US Postal Service, or has Essential Air Service; OR 5. New or replacement airport activated after 1/1/01
Unclassified (256): Tends to have limited activity.	Airports that do not meet the criteria of the Basic category

Source: FAA NPIAS 2017-2021, *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*

The FAA uses general aviation categories to "provide a baseline from which to measure changes in operations and needs." ASSET airport categories are incorporated into future NPIAS reports to Congress, which determine five-year development and funding needs. The FAA reexamines and updates the roles of Nonprimary airports biennially, in conjunction with the NPIAS Report to Congress. This was last completed in 2015, in preparation of the 2017 NPIAS report.

Thirteen of the Nonprimary airports in Georgia were re-categorized from the original ASSET study based on a review of the criteria shown in **Table 5-1**. Within the next several years, the FAA will further evaluate airport criteria for inclusion in the NPIAS, compare historic funding levels by new general aviation funding category, and look at other funding considerations.

As shown in **Table 5-1**, the criteria used to place airports in various ASSET roles are largely driven by operational activity at an airport (based aircraft and operations). In comparison, roles for Georgia airports established in the GSASP (Level I, Level II, and Level III) are influenced by the following:

- Ability of the airport to accommodate future growth
- Proximity of the airport to major population and business centers

- Proximity to aircraft owners and registered pilots
- Current airport infrastructure, facilities, and services
- Accessibility and geographic coverage
- Aviation activity levels

It is important to note the difference in the factors used to establish FAA roles for general aviation airports in Georgia, when compared to the more comprehensive list of factors used to assign airport roles within the state airport system.

The 256 US airports in the NPIAS that do not currently fall into one of the four original ASSET categories described in **Table 5-1** are considered "Unclassified;" eight of these airports are in Georgia. The main determinant for assigning airports to this category is that the airport has less than 10 based aircraft. It was noted in *ASSET* that Unclassified airports have seen an erosion of based aircraft and activity due to population decreases, economic shifts, or recession.

The general aviation airports in the Georgia airport system are listed by their ASSET/NPIAS role in **Table 5-2**. For comparison, current Georgia airport roles are also shown in the table. Descriptions of Georgia airport levels are presented in **Chapter 2, Inventory**.

TABLE 5-2: GEORGIA SYSTEM AIRPORTS BY ASSET/NPIAS ROLE COMPARED TO CURRENT STATE ROLE

City	Airport	FAA ID	Current GSASP Role	ASSET/NPIAS Category
Albany	Southwest Georgia Regional Airport	ABY	Level III CS*	Commercial
Augusta	Augusta Regional Airport at Bush Field	AGS	Level III CS	Commercial
Brunswick	Brunswick-Golden Isles Airport	BQK	Level III CS	Commercial
Columbus	Columbus Airport	CSG	Level III CS	Commercial
Savannah	Savannah/Hilton Head International Airport	SAV	Level III CS	Commercial
Valdosta	Valdosta Regional Airport	VLD	Level III CS	Commercial
Atlanta	Cobb County International Airport-McCollum Field	RYY	Level III	National
Atlanta	DeKalb-Peachtree Airport	PDK	Level III	National
Atlanta	Fulton County Airport-Brown Field	FTY	Level III	National
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Level III	National
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Level III	Regional
Atlanta	Newnan-Coweta County Airport	CCO	Level III	Regional
Brunswick	McKinnon-St. Simons Island Airport	SSI	Level II	Regional
Canton	Cherokee County Airport	CNI	Level II	Regional
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Level III	Regional
Cartersville	Cartersville Airport	VPC	Level III	Regional
Gainesville	Lee Gilmer Memorial Airport	GVL	Level III	Regional
Griffin	Griffin-Spalding County Airport	6A2	Level II	Regional
Hampton	Henry County Airport	HMP	Level II	Regional
LaGrange	LaGrange-Callaway Airport	LGC	Level III	Regional
Macon	Middle Georgia Regional Airport	MCN	Level III	Regional
Milledgeville	Baldwin County Airport	MLJ	Level III	Regional

TABLE 5-2: GEORGIA SYSTEM AIRPORTS BY ASSET/NPIAS ROLE COMPARED TO CURRENT STATE ROLE

City	Airport	FAA ID	Current GSASP Role	ASSET/NPIAS Category
Rome	Richard B. Russell Regional Airport-J.H. Towers Field	RMG	Level III	Regional
Thomasville	Thomasville Regional Airport	TVI	Level III	Regional
Thomson	Thomson-McDuffie Regional Airport	HQU	Level III	Regional
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	Level II	Regional
Waycross	Waycross-Ware County Airport	AYS	Level III	Regional
Winder	Barrow County Airport	WDR	Level III	Regional
Adel	Cook County Airport	15J	Level II	Local
Americus	Jimmy Carter Regional Airport	ACJ	Level III	Local
Athens	Athens-Ben Epps Airport	AHN	Level III	Local
Atlanta	Covington Municipal Airport	CVC	Level III	Local
Augusta	Daniel Field Airport	DNL	Level I	Local
Bainbridge	Decatur County Industrial Air Park	BGE	Level III	Local
Blairsville	Blairsville Airport	DZJ	Level III	Local
Cairo	Cairo-Grady County Airport	70J	Level I	Local
Calhoun	Tom B. David Field Airport	CZL	Level III	Local
Camilla	Camilla-Mitchell County Airport	CXU	Level II	Local
Canon	Franklin County Airport	18A	Level I	Local
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	Level I	Local
Cochran	Cochran Airport	48A	Level I	Local
Cordele	Crisp County-Cordele Airport	CKF	Level II	Local
Cornelia	Habersham County Airport	AJR	Level III	Local
Dalton	Dalton Municipal Airport	DNN	Level III	Local
Dawson	Dawson Municipal Airport	16J	Level II	Local
Douglas	Douglas Municipal Airport	DQH	Level III	Local
Dublin	W.H. "Bud" Barron Airport	DBN	Level III	Local
Eastman	Heart of Georgia Regional Airport	EZM	Level III	Local
Elberton	Elbert County Airport-Patz Field	EBA	Level I	Local
Fitzgerald	Fitzgerald Municipal Airport	FZG	Level II	Local
Greensboro	Greene County Regional Airport	3J7	Level II	Local
Hazlehurst	Hazlehurst Airport	AZE	Level I	Local
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	Level II	Local
Jasper	Pickens County Airport	JZP	Level II	Local
Jefferson	Jackson County Airport	JCA	Level II	Local
LaFayette	Barwick LaFayette Airport	9A5	Level II	Local
Macon	Macon Downtown Airport	MAC	Level II	Local
Madison	Madison Municipal Airport	52A	Level I	Local
Metter	Metter Municipal Airport	MHP	Level I	Local
Monroe	Monroe-Walton County Airport	D73	Level II	Local

TABLE 5-2: GEORGIA SYSTEM AIRPORTS BY ASSET/NPIAS ROLE COMPARED TO CURRENT STATE ROLE

City	Airport	FAA ID	Current GSASP Role	ASSET/NPIAS Category
Moultrie	Moultrie Airport	MGR	Level II	Local
Perry	Perry-Houston County Airport	PXE	Level II	Local
Pine Mountain	Harris County Airport	PIM	Level II	Local
Quitman	Quitman Brooks County Airport	4J5	Level I	Local
Sandersville	Kaolin Field Airport	OKZ	Level II	Local
St Marys	St Marys Airport	4J6	Level II	Local
Statesboro	Statesboro-Bulloch County Airport	TBR	Level III	Local
Sylvania	Plantation Airpark	JYL	Level II	Local
Thomaston	Thomaston-Upson County Airport	OPN	Level III	Local
Vidalia	Vidalia Regional Airport	VDI	Level III	Local
Washington	Washington-Wilkes County Airport	IIY	Level II	Local
Alma	Bacon County Airport	AMG	Level II	Basic
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Level II	Basic
Baxley	Baxley Municipal Airport	BHC	Level II	Basic
Blakely	Early County Airport	BIJ	Level III	Basic
Butler	Butler Municipal Airport	6A1	Level II	Basic
Claxton	Claxton-Evans County Airport	CWV	Level II	Basic
Donalsonville	Donalsonville Municipal Airport	17J	Level II	Basic
Ellijay	Gilmer County Airport	49A	Level I	Basic
Jesup	Jesup-Wayne County Airport	JES	Level III	Basic
Louisville	Louisville Municipal Airport	2J3	Level III	Basic
Mc Rae	Telfair-Wheeler Airport	MQW	Level I	Basic
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	Level I	Basic
Nashville	Berrien County Airport	4J2	Level I	Basic
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Level I	Basic
Swainsboro	East Georgia Regional Airport	SBO	Level II	Basic
Tifton	Henry Tift Myers Airport	TMA	Level III	Basic
Warm Springs	Roosevelt Memorial Airport	5A9	Level I	Basic
Waynesboro	Burke County Airport	BXG	Level I	Basic
Ashburn	Turner County Airport	75J	Level I	Unclassified
Cuthbert	Lower Chattahoochee Regional Airport	25J	Level I	Unclassified
Homerville	Homerville Airport	HOE	Level II	Unclassified
Jekyll Island	Jekyll Island Airport	09J	Level I	Unclassified
Millen	Millen Airport	2J5	Level I	Unclassified
Nahunta	Brantley County Airport	4J1	Level I	Unclassified
Sylvester	Sylvester Airport	SYV	Level I	Unclassified
Wrens	Wrens Memorial Airport	65J	Level I	Unclassified
Buena Vista	Marion County Airport	82A	Level I	Non-NPIAS

TABLE 5-2: GEORGIA SYSTEM AIRPORTS BY ASSET/NPIAS ROLE COMPARED TO CURRENT STATE ROLE

City	Airport	FAA ID	Current GSASP Role	ASSET/NPIAS Category
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	Level I	Non-NPIAS
Folkston	Davis Field Airport	3J6	Level I	Non-NPIAS
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	Level I	Non-NPIAS
Moultrie	Spence Airport	MUL	Level I	Non-NPIAS
Soperton	Treutlen County Airport	4J8	Level I	Non-NPIAS

Source: FAA National Plan of Integrated Airport Systems (NPIAS) 2017-2021, 2001 GSASP
* CS = Commercial Service

Table 5-3 presents a summary of FAA ASSET/NPIAS roles compared to the existing GSASP airport roles. As shown, four of the Georgia airports (four percent) are classified by FAA as National Airports, 18 (17 percent) are classified as Regional Airports, 43 (42 percent) are Local Airports, 18 (17 percent) are Basic Airports, and eight (eight percent) are unclassified. Of the remaining airports, six (six percent) are commercial airports and six (six percent) are non-NPIAS airports.

For comparison, according to the FAA (NPIAS 2017-2021)https://www.faa.gov/airports/planning_capacity/npias/reports/media/NPIAS-Report-2017-2021-Narrative.pdf, three percent of the general aviation airports in the United States included in the NPIAS fall in the National ASSET category, 16 percent are Regional Airports, 38 percent are Local Airports, and eight percent are Unclassified.

TABLE 5-3: SUMMARY COMPARISON OF NPIAS/ASSET AND CURRENT GSASP ROLES

NPIAS/ASSET Category	2017 GSASP Roles			Georgia Total	United States NPIAS Total
	Level III	Level II	Level I		
Commercial Service	6	-	-	**6**	**382**
National	4	-	-	**4**	**89**
Regional	13	5		**18**	**530**
Local	14	19	10	**43**	**1,262**
Basic	4	7	7	**18**	**813**
Unclassified	-	1	7	**8**	**256**
Non-NPIAS	-	-	6	**6**	**-**
Total	**41**	**32**	**30**	**103**	**3,332***
Percentage of Georgia Total					
Commercial Service	15%	-	-	6%	**11%**
National	10%	-	-	4%	**3%**
Regional	32%	16%	-	17%	**16%**
Local	34%	59%	33%	42%	**38%**
Basic	10%	22%	23%	17%	**24%**
Unclassified	-	3%	23%	8%	**8%**
Non-NPIAS	-	-	20%	6%	**-**
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Sources: FAA National Plan of Integrated Airport Systems (NPIAS) 2017-2021, GDOT
Note: *This number differs from the total of 3,340 because it excludes eight proposed new or replacement airports included in the NPIAS.

5.2.1 Unclassified Airports

The eight Georgia NPIAS airports in the Unclassified ASSET category are listed in **Table 5-4**. A brief analysis of these airports was performed to see if they now meet the criteria to move into the "Basic" ASSET category. To be included in the Basic category, an airport must have 10 or more based aircraft, or four or more based helicopters, or be more than 30 miles away from another NPIAS airport. If an airport is served by the US Forest Service, US Marshal, US Customs and Border Protection, or US Postal Service, it can also be considered for the inclusion in FAA's Basic category.

The based aircraft data in **Table 5-4** was collected during the inventory effort of the GSASP. As shown, none of the Unclassified airports have 10 or more based aircraft. Wrens Memorial Airport is close with nine based aircraft and should be monitored to see if the airport attracts additional based aircraft. None of the eight airports have a based helicopter. Two airports are more than 30 miles from the nearest NPIAS airport. Homerville and Brantley County Airports are more than 30 miles from the nearest NPIAS airport; GDOT should work with these two airports if and when they reach the critical threshold of 10 based aircraft.

TABLE 5-4: ASSET/NPIAS UNCLASSIFIED AIRPORT SUMMARY

City	Airport	FAA ID	Based Aircraft	Based Helicopters	Miles to Nearest NPIAS Airport
Ashburn	Turner County Airport	75J	3	0	23
Cuthbert	Lower Chattahoochee Regional Airport	25J	3	0	26
Homerville	Homerville Airport	HOE	1	0	34
Jekyll Island	Jekyll Island Airport	09J	5	0	21
Millen	Millen Airport	2J5	0	0	13
Nahunta	Brantley County Airport	4J1	0	0	31
Sylvester	Sylvester Airport	SYV	2	0	20
Wrens	Wrens Memorial Airport	65J	9	0	18

Source: GSASP, FAA 5010, Google Maps

5.2.2 NPIAS Candidate Airport Analysis

Six airports were analyzed for their ability to meet NPIAS candidacy: Marion County Airport, Lumpkin County-Wimpy's Airport, Davis Field Airport, Hawkinsville-Pulaski County Airport, Spence Airport, and Treutlen County Airport. While these airports are included in Georgia's state airport system, they are not included in NPIAS.

The FAA's criteria for an airport's inclusion in the NPIAS are based on a variety of factors such as operational demand, geographic location, airport sponsorship, as well as other criteria. The following criteria are considered by FAA for an airport's inclusion in the NPIAS:

- Airport formerly in the NPIAS
- Airport's location in relation to the nearest NPIAS airport (serves a community located is within a 30-minute drive from the nearest existing or proposed NPIAS airport)
- Reliever airport
- Airports receiving US Mail Service

- Airports with a National Defense Role

An existing or proposed airport not meeting the criteria above may be included in the NPIAS if it meets all the following:

- It is included in the state airport system plan
- It serves a community more than 30 minutes from the nearest NPIAS airport
- It is forecast to have 10 or more based aircraft within the short-term planning period (five years)
- There is an eligible public sponsor willing to undertake the ownership and development of the airport

Airports that do not meet any of the previously discussed entry criteria may be considered for inclusion in the NPIAS based on a special justification. This justification must show that there is a significant national interest in the airport. Special justifications include:

- A determination that the benefits of the airport will exceed its development costs (not included in this analysis)
- Written documentation describing isolation
- Airports serving the needs of Native American communities
- Airports needed to support recreational areas
- Airports needed to develop or protect important national resources

Table 5-5 presents a summary of how the six non-NPIAS airports in Georgia meet or do not meet the FAA's criteria for entry into the NPIAS. Lumpkin County-Wimpy's Airport appears to meet the criteria for based aircraft and distance from an existing NPIAS airport, however, the airport is sub-standard when it comes to meeting FAA design criteria and could not be improved to meet applicable FAA development guidelines. Marion County Airport meets the distance from nearest NPIAS airport criteria, but currently has no based aircraft. The other four airports would not be considered for inclusion at this time due mainly to the low numbers of existing and projected based aircraft. NPIAS inclusion or exclusion has limited or no bearing on the airport's role/level in the state airport system.

Although none of the six non-NPIAS airports currently meet eligibility requirements to be included in the NPIAS at this time, they remain important to the state's system and will continue to be supported by GDOT.

TABLE 5-5: ELIGIBILITY REVIEW FOR NON-NPIAS AIRPORTS

	Marion County Airport (82A)	Lumpkin County-Wimpy's Airport (9A0)	Davis Field Airport (3J6)	Hawkinsville-Pulaski County Airport (51A)	Spence Airport (MUL)	Treutlen County Airport (4J8)
FACILITY DATA						
RW Length (feet)	3,200	3,090	2,500	3,000	4,500	3,000
RW Width (feet)	75	50	50	60	75	50
RW Surface	Asphalt	Asphalt	Asphalt	Asphalt	Concrete	Asphalt
Approach Type	Visual	Visual	Visual	Visual	Visual	Visual
ACTIVITY DATA						
2016 Based Aircraft	0	20	5	2	3	0
2021 Based Aircraft	0	20	5	2	3	0
2016 Operations	500	5,000	2,059	745	1,100	0

TABLE 5-5: ELIGIBILITY REVIEW FOR NON-NPIAS AIRPORTS

	Marion County Airport (82A)	Lumpkin County-Wimpy's Airport (9A0)	Davis Field Airport (3J6)	Hawkinsville-Pulaski County Airport (51A)	Spence Airport (MUL)	Treutlen County Airport (4J8)
2021 Operations	500	5,400	2,100	800	1,100	0
NPIAS ENTRY CRITERIA						
Closest NPIAS Airport	Butler Municipal (6A1)	Lee Gilmer Memorial (GVL)	Hilliard Airpark, FL (01J)	Cochran (48A)	Moultrie Municipal (MGR)	Vidalia Regional (VDI)
Mileage	29	28	16	16	10	20
Drive-Time (minutes)	37	45	21	23	17	28
Reliever Airport	No	No	No	No	No	No
Receives US Mail	No	No	No	No	No	No
National Defense Role	No	No	No	No	No	No
ELIGIBLE FOR NPIAS INCLUSION IF YES TO ALL						
Part of GSASP?	Yes	Yes	Yes	Yes	Yes	Yes
More than 30 minutes from nearest NPIAS Airport?	Yes	Yes	No	No	No	No
Forecast more than 10 based aircraft in short term?	No	Yes	No	No	No	No
Is there a willing sponsor?	Yes	Yes	Yes	Yes	Yes	Yes
ELIGIBLE FOR NPIAS INCLUSION IF YES TO ANY						
Do the airport benefits outweigh costs?	Unknown	Cost higher than benefit	Unknown	Unknown	Unknown	Unknown
Does Airport serve needs of:						
Remote/isolated community	No	No	No	No	No	No
Native American community	No	No	No	No	No	No
Recreational area	No	No	No	No	No	No
Protecting natural resources	No	No	No	No	No	No

Sources: 2017 GSASP, FAA 5010, Google Maps, Georgia DOT

5.3 System Accessibility/Coverage Objectives

Previous Georgia system plans established objectives for system coverage/accessibility to help ensure that areas of the state and its residents and businesses were being provided with adequate access to the state airport system. GDOT determined that those previously established coverage objectives remain satisfactory for current conditions, and these objectives were maintained for this system plan update.

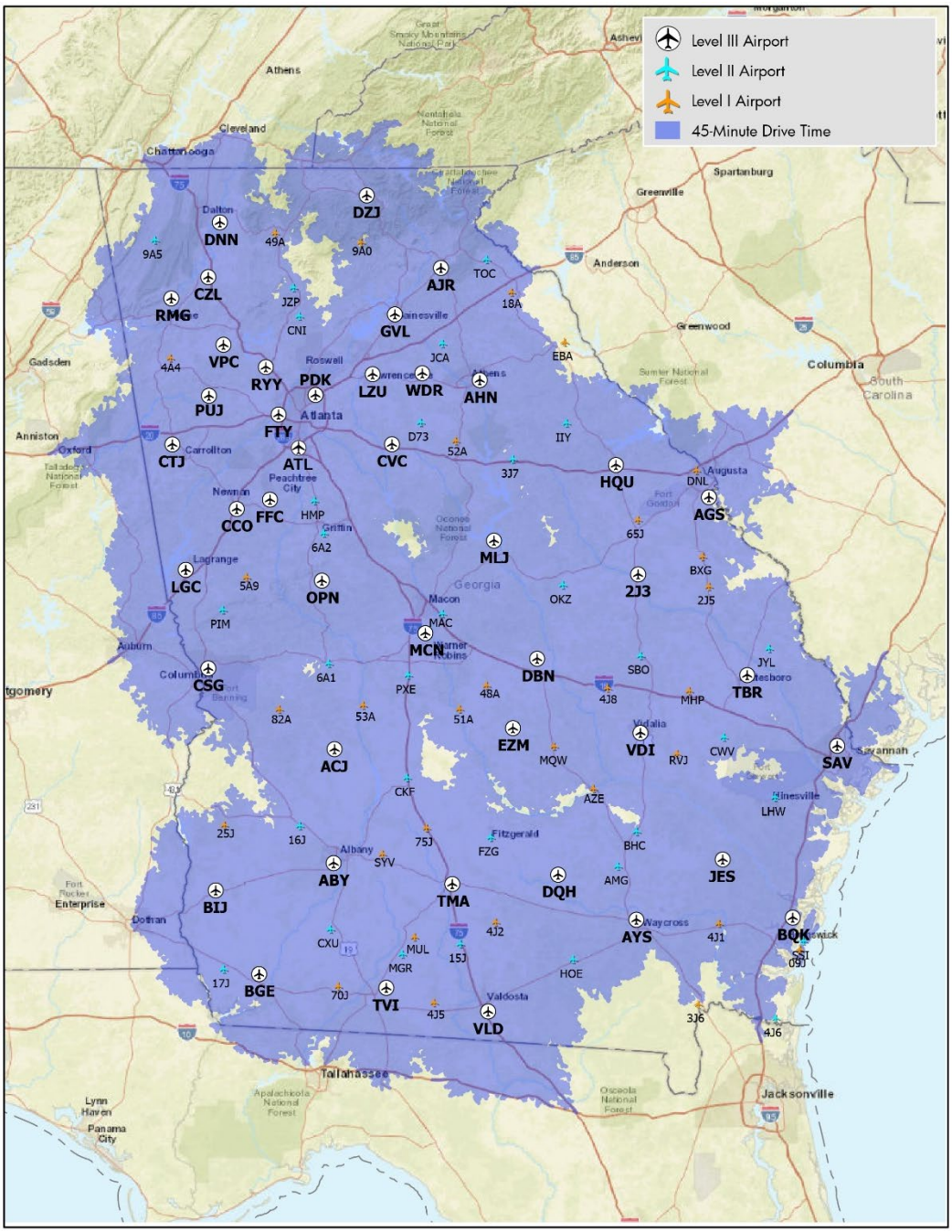
The GDOT system coverage/accessibility objectives established in the previous system plan and adopted for use in this system plan update include:

- All of the state within a 45-minute drive time of a Level III airport and/or 60-minute drive time of a commercial service airport.
- All of the state within a service area for an airport.

This portion of the GSASP update mirrored the system accessibility analysis from the prior GSASP. The 45- and 60-minute service areas were used to determine coverage/accessibility afforded by Level III airports.

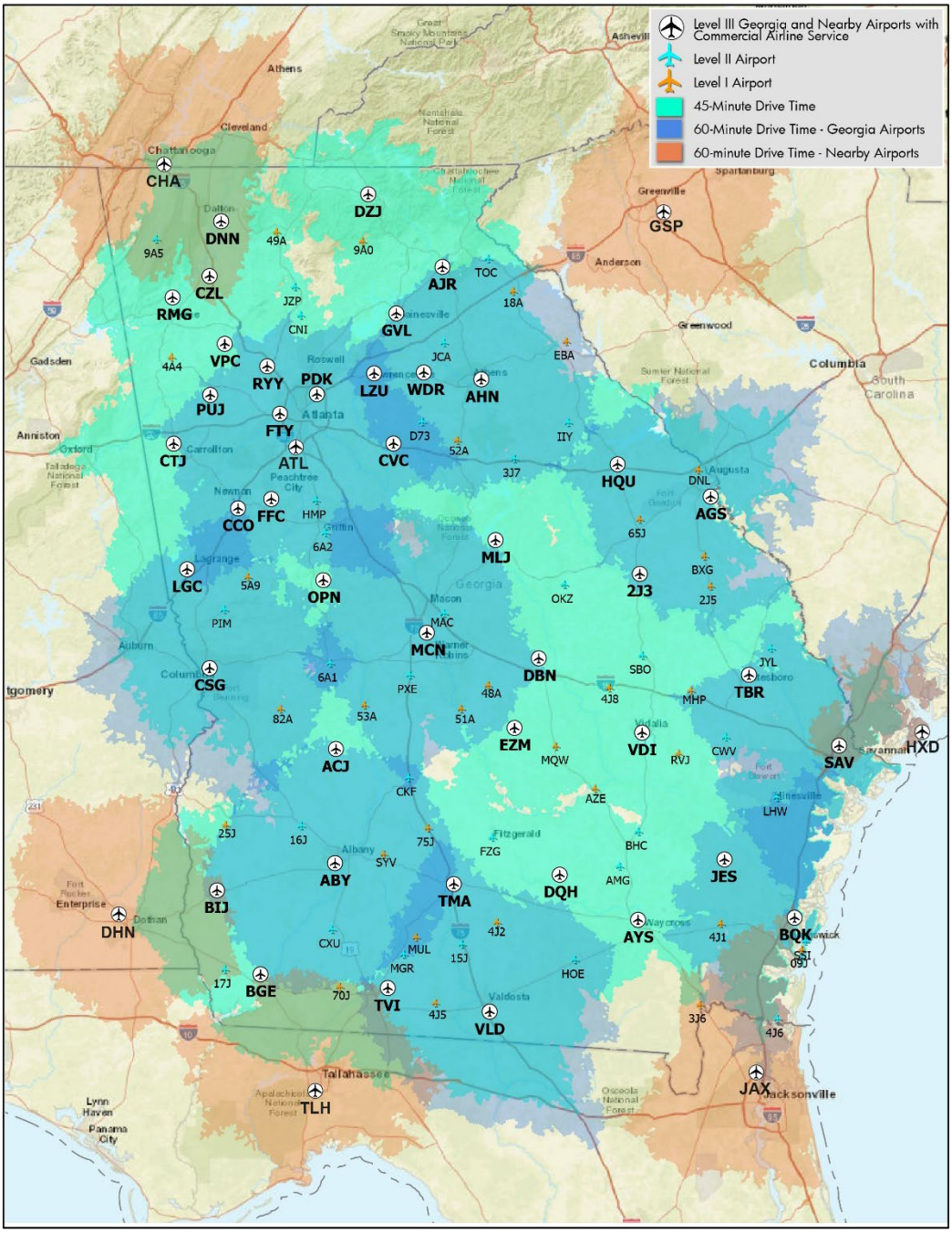
Figure 5-1 shows all Level III general aviation and commercial airports with a 45-minute drive time service area. To be consistent with the accessibility analysis from the prior GSASP, once these service areas were established, 60-minute service areas for commercial airports, both in state and in neighboring states, were considered. The combined 45-minute and 60-minute service areas are shown in **Figure 5-2**.

FIGURE 5-1: 45-MINUTE SERVICE AREAS FOR LEVEL III AIRPORTS



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 5-2: 45-MINUTE SERVICE AREAS FOR LEVEL III AND 60-MINUTE SERVICE AREAS FOR COMMERCIAL AIRPORTS



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

5.4 Recommended System

While GDOT's objective is to have all of the state within the 45/60-minute service areas shown on **Figure 5-2**, in some instances lack of population and employment, the presence of various water features, or the location

of state/federal parks and wildlife management areas do not produce a need or demand for coverage in these areas.

Information shown in **Figure 5-2**, along with recommendations from the prior system plan, were considered to determine if any role adjustments were appropriate. GDOT review and input resulted in the following recommendations:

- There continues to be a need for an additional Level III airport to serve growing population and employment centers in the Dawson/Forsyth counties areas north of Atlanta. As **Figure 5-2** shows, there is a coverage gap in this area. Both counties are expected to have among the highest rates of employment growth in the state, with average annual rates of increase ranging from two percent to three percent[3]. As development continues to push north out of the Atlanta metro area, opportunities for securing the acreage needed to support an airport capable of supporting business needs are becoming more scarce. The prior GSASP recommends an additional airport to serve this part of the state, and this analysis continues to support that recommendation.
- As recommended in the prior GSASP, continued consideration should be given to changing Wright Army Airfield to a Level III airport so that it can ultimately serve as a Reliever for Savannah/Hilton Head International Airport. Savannah/Hilton Head International is one of the fastest growing airports in Georgia, particularly its commercial airline operations[4], and there are currently no Level III airports within its 45-minute service area. In terms of its airfield characteristics, Wright Army Airfield currently meets objectives for a Level III airport; this analysis supports the prior recommendation that Wright Army Airfield be moved to the Level III category.

Based on GDOT input, all other airports remain in the current role. **Table 5-6** shows the recommended role for all study airports. There are 44 recommended Level III airports (this includes eight Commercial Service Airports), 30 Level II airports, and 30 Level I airports.

TABLE 5-6: RECOMMENDED AIRPORT ROLES

City	Airport	FAA ID	Recommended Role
Albany	Southwest Georgia Regional Airport	ABY	III
Americus	Jimmy Carter Regional Airport	ACJ	III
Athens	Athens-Ben Epps Airport	AHN	III
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III
Atlanta	Cobb County International Airport-McCollum Field	RYY	III
Atlanta	Covington Municipal Airport	CVC	III
Atlanta	DeKalb-Peachtree Airport	PDK	III
Atlanta	Fulton County Airport-Brown Field	FTY	III
Atlanta	Newnan-Coweta County Airport	CCO	III
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	III
Augusta	Augusta Regional Airport At Bush Field	AGS	III
Bainbridge	Decatur County Industrial Air Park	BGE	III
Blairsville	Blairsville Airport	DZJ	III

[3] Governor's Office of Planning and Budget

[4] FAA Passenger Boarding and All-Cargo Data. Enplanements 2016: Airport records, Commercial Service Operations: Bureau of Transportation Statistics T-100 Segment data

TABLE 5-6: RECOMMENDED AIRPORT ROLES

City	Airport	FAA ID	Recommended Role
Blakely	Early County Airport	BIJ	III
Brunswick	Brunswick-Golden Isles Airport	BQK	III
Calhoun	Tom B. David Field Airport	CZL	III
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III
Cartersville	Cartersville Airport	VPC	III
Columbus	Columbus Airport	CSG	III
Cornelia	Habersham County Airport	AJR	III
Dalton	Dalton Municipal Airport	DNN	III
	Dawson/Forsyth County (Proposed)		III
Douglas	Douglas Municipal Airport	DQH	III
Dublin	W.H. "Bud" Barron Airport	DBN	III
Eastman	Heart Of Georgia Regional Airport	EZM	III
Gainesville	Lee Gilmer Memorial Airport	GVL	III
Hinesville	Wright Army Airfield (Fort Stewart)/Midcoast Regional Airport	LHW	III
Jesup	Jesup-Wayne County Airport	JES	III
LaGrange	Lagrange-Callaway Airport	LGC	III
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III
Louisville	Louisville Municipal Airport	2J3	III
Macon	Middle Georgia Regional Airport	MCN	III
Milledgeville	Baldwin County Airport	MLJ	III
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III
Savannah	Savannah/Hilton Head International Airport	SAV	III
Statesboro	Statesboro-Bulloch County Airport	TBR	III
Thomaston	Thomaston-Upson County Airport	OPN	III
Thomasville	Thomasville Regional Airport	TVI	III
Thomson	Thomson-McDuffie Regional Airport	HQU	III
Tifton	Henry Tift Myers Airport	TMA	III
Valdosta	Valdosta Regional Airport	VLD	III
Vidalia	Vidalia Regional Airport	VDI	III
Waycross	Waycross-Ware County Airport	AYS	III
Winder	Barrow County Airport	WDR	III
Adel	Cook County Airport	15J	II
Alma	Bacon County Airport	AMG	II
Baxley	Baxley Municipal Airport	BHC	II
Brunswick	McKinnon-St. Simons Island Airport	SSI	II
Butler	Butler Municipal Airport	6A1	II
Camilla	Camilla-Mitchell County Airport	CXU	II
Canton	Cherokee County Airport	CNI	II

TABLE 5-6: RECOMMENDED AIRPORT ROLES

City	Airport	FAA ID	Recommended Role
Claxton	Claxton-Evans County Airport	CWV	II
Cordele	Crisp County-Cordele Airport	CKF	II
Dawson	Dawson Municipal Airport	16J	II
Donalsonville	Donalsonville Municipal Airport	17J	II
Fitzgerald	Fitzgerald Municipal Airport	FZG	II
Greensboro	Greene County Regional Airport	3J7	II
Griffin	Griffin-Spalding County Airport	6A2	II
Hampton	Henry County Airport	HMP	II
Homerville	Homerville Airport	HOE	II
Jasper	Pickens County Airport	JZP	II
Jefferson	Jackson County Airport	JCA	II
LaFayette	Barwick Lafayette Airport	9A5	II
Macon	Macon Downtown Airport	MAC	II
Monroe	Monroe-Walton County Airport	D73	II
Moultrie	Moultrie Municipal Airport	MGR	II
Perry	Perry-Houston County Airport	PXE	II
Pine Mountain	Harris County Airport	PIM	II
Sandersville	Kaolin Field Airport	OKZ	II
St Marys	Southeast Georgia Regional Airport (Replacement for St. Marys Airport)	4J6	II
Swainsboro	East Georgia Regional Airport	SBO	II
Sylvania	Plantation Airpark	JYL	II
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II
Washington	Washington-Wilkes County Airport	IIY	II
Ashburn	Turner County Airport	75J	I
Augusta	Daniel Field Airport	DNL	I
Buena Vista	Marion County Airport	82A	I
Cairo	Cairo-Grady County Airport	70J	I
Canon	Franklin County Airport	18A	I
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I
Cochran	Cochran Airport	48A	I
Cuthbert	Lower Chattahoochee Regional Airport	25J	I
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I
Elberton	Elbert County Airport-Patz Field	EBA	I
Ellijay	Gilmer County Airport	49A	I
Folkston	Davis Field Airport	3J6	I
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I
Hazlehurst	Hazlehurst Airport	AZE	I
Jekyll Island	Jekyll Island Airport	09J	I

TABLE 5-6: RECOMMENDED AIRPORT ROLES

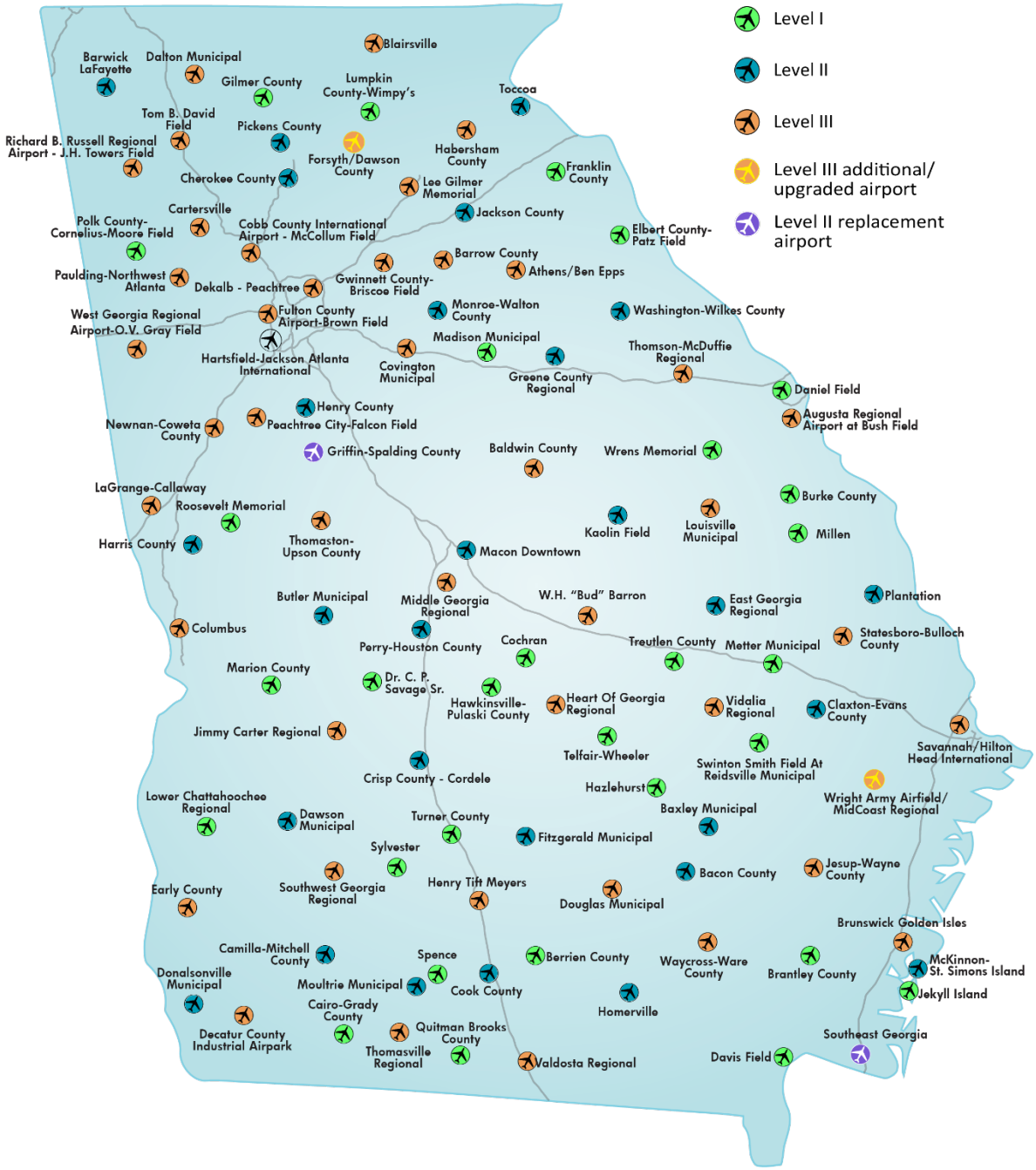
City	Airport	FAA ID	Recommended Role
Madison	Madison Municipal Airport	52A	I
Mc Rae	Telfair-Wheeler Airport	MQW	I
Metter	Metter Municipal Airport	MHP	I
Millen	Millen Airport	2J5	I
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I
Moultrie	Spence Airport	MUL	I
Nahunta	Brantley County Airport	4J1	I
Nashville	Berrien County Airport	4J2	I
Quitman	Quitman Brooks County Airport	4J5	I
Reidsville	Swinton Smith Field At Reidsville Municipal Airport	RVJ	I
Soperton	Treutlen County Airport	4J8	I
Sylvester	Sylvester Airport	SYV	I
Warm Springs	Roosevelt Memorial Airport	5A9	I
Waynesboro	Burke County Airport	BXG	I
Wrens	Wrens Memorial Airport	65J	I

Source: 2018 GSASP Update Analysis

Airports shown in **Table 5-6,** for the most part, are existing system airports. Exceptions are Southeast Georgia Regional Airport and Dawson/Forsyth County. Southeast Georgia Regional Airport is a replacement for the St. Marys Airport (a former existing system airport), which closed in September 2017. The replacement Southeast Georgia Regional Airport is expected to be built and remain in the same role, Level II. There continues to be a need for an additional system airport in the Dawson/Forsyth county area. It is recommended that this additional airport be developed to have the facility and service characteristics of a Level III airport.

The recommended Georgia airport system is shown in **Figure 5-3**.

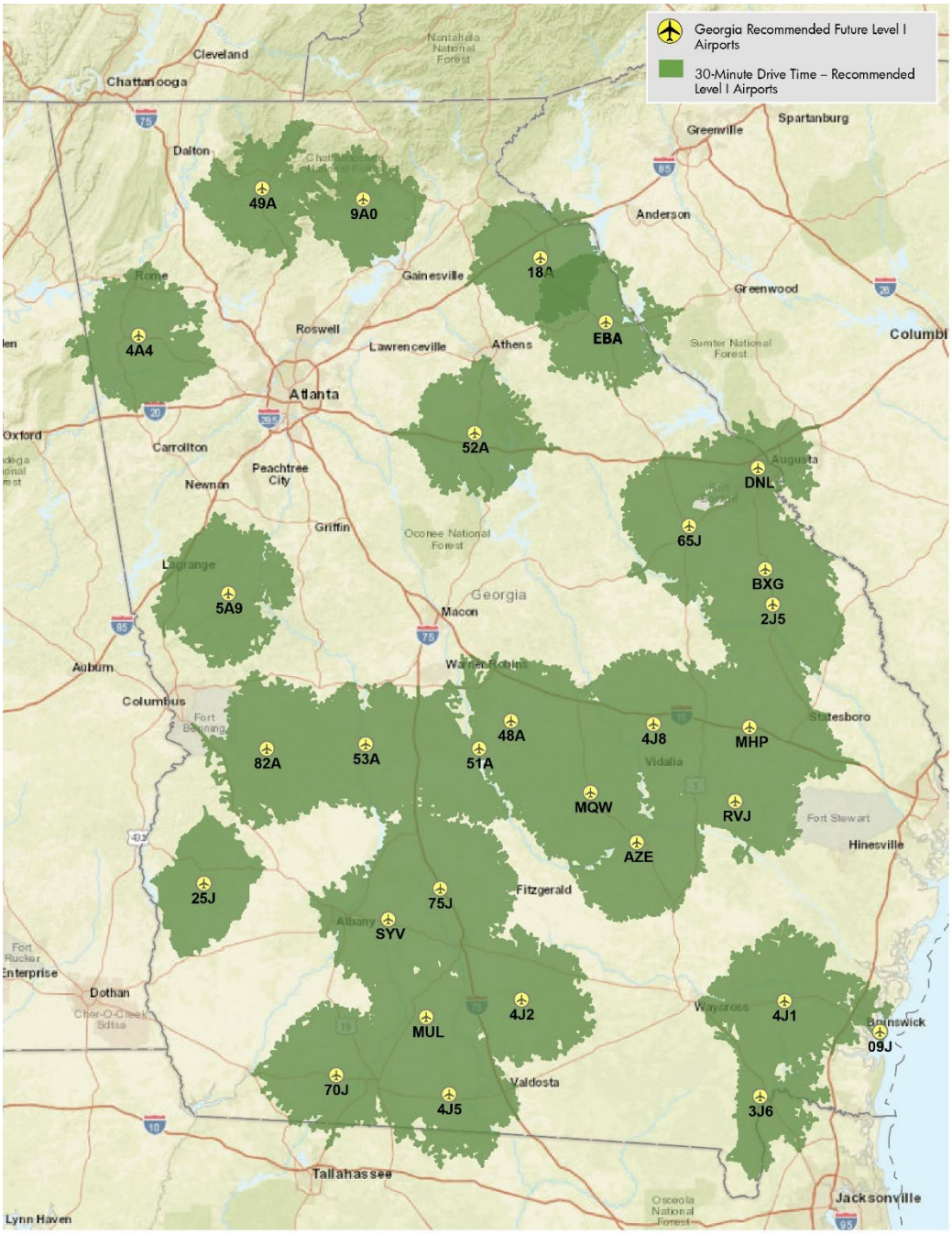
FIGURE 5-3: 2018 RECOMMENDED GEORGIA STATE AIRPORT SYSTEM



Source: Jviation

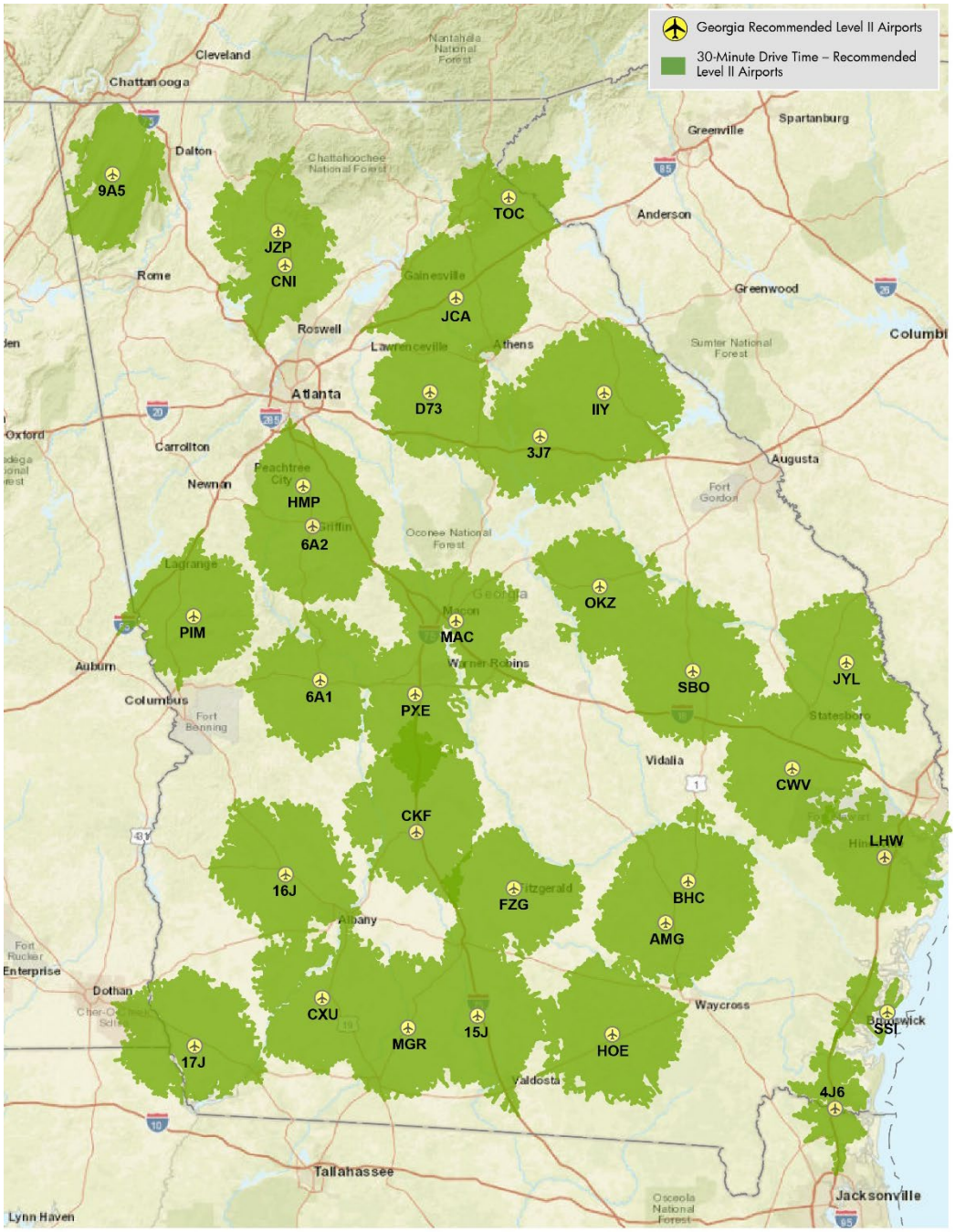
The other GDOT objective related to system accessibility is to have all of the state within the service area for a system airport. **Figure 5-4** shows the 30-minute service areas for all of the recommended Level I airports. **Figure 5-5** shows the 30-minute service areas for all recommended Level II airports. **Figure 5-6** shows the combined 30-minute drive time service areas for Level II and Level I airports. **Figure 5-7** shows how accessibility increases when the 45-minute Level III service areas and the 60-minute Commercial airport service areas are added.

FIGURE 5-4: 30-MINUTE SERVICE AREAS FOR RECOMMENDED LEVEL I AIRPORTS



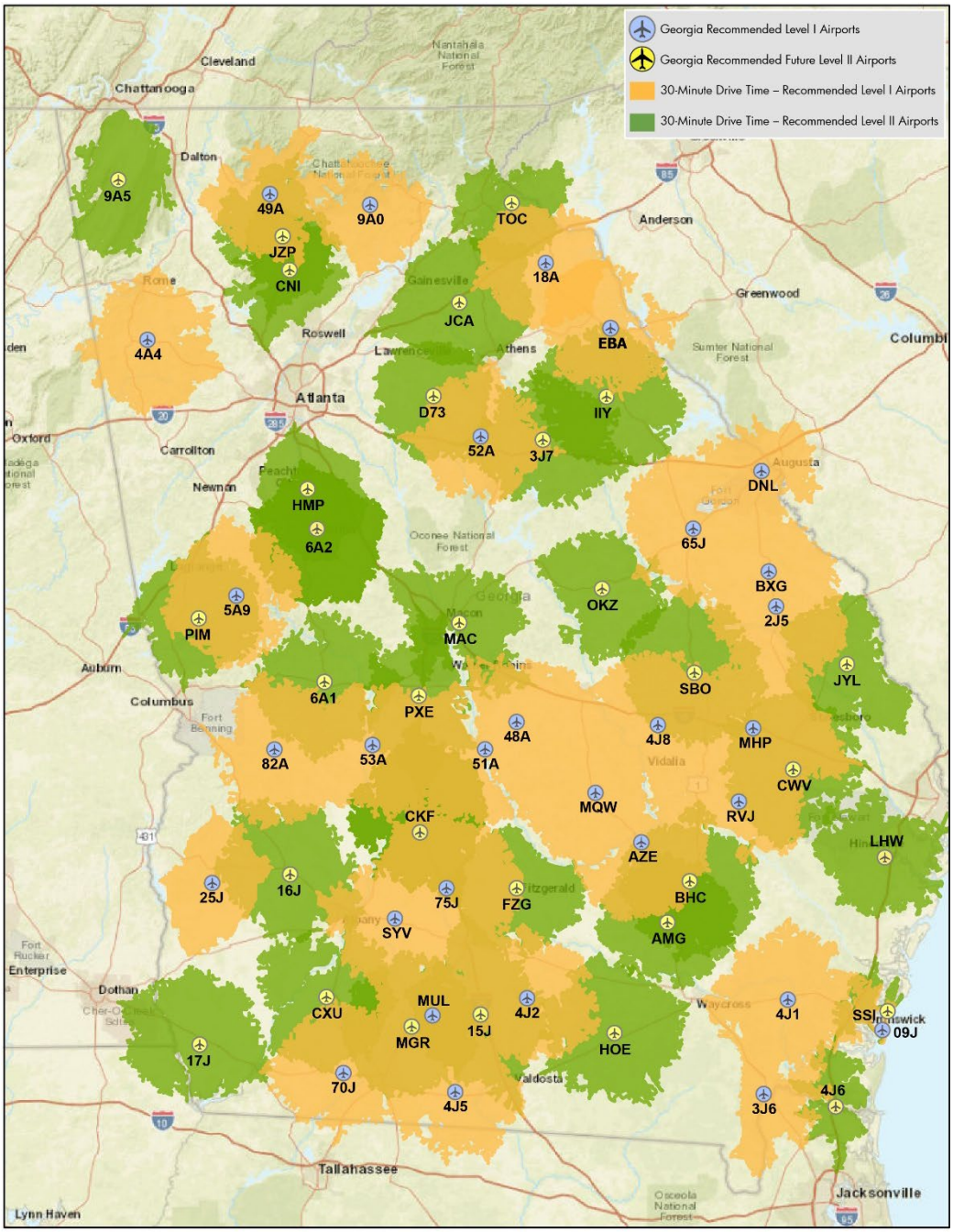
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 5-5: 30-MINUTE SERVICE AREAS FOR RECOMMENDED LEVEL II AIRPORTS



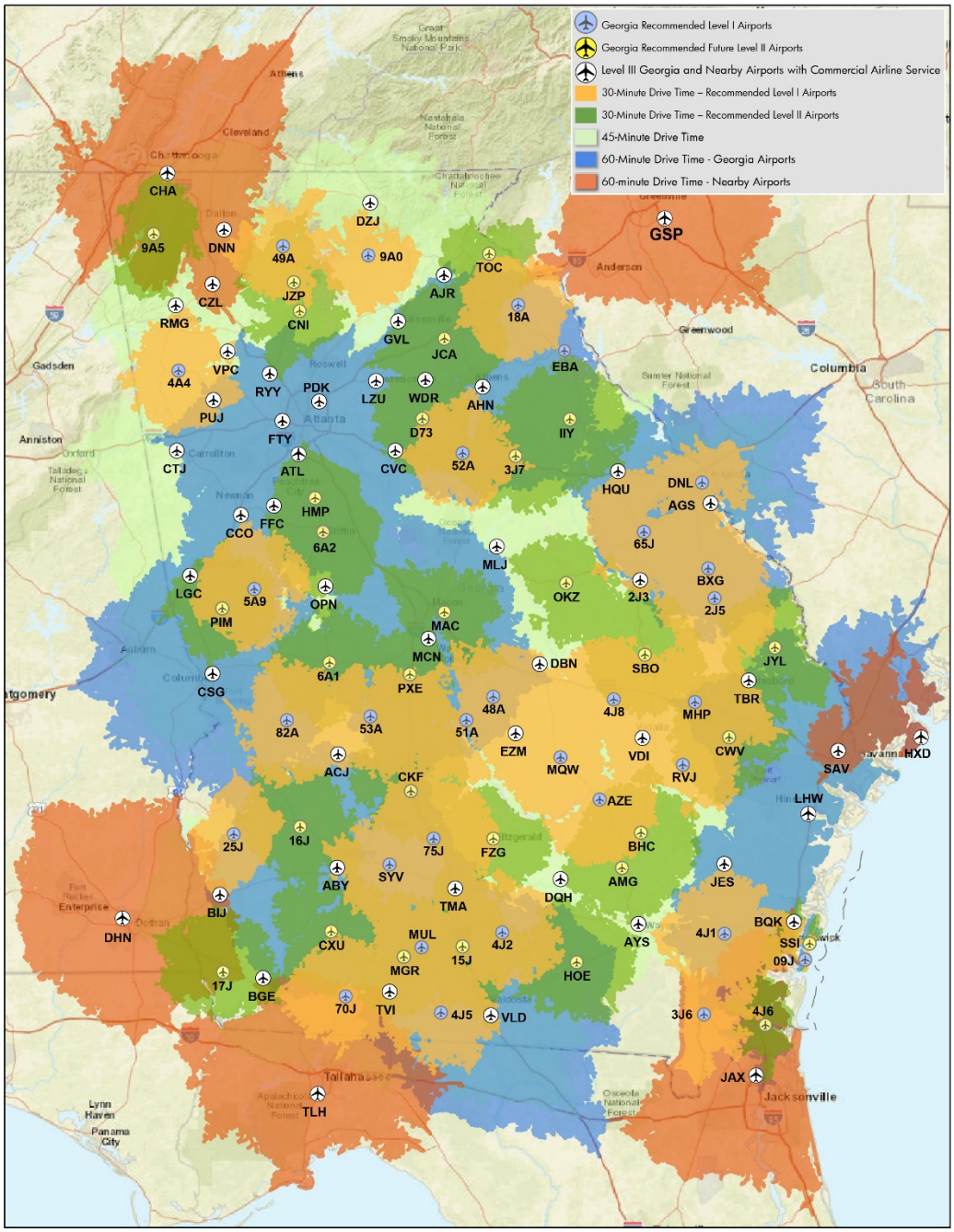
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 5-6: COMBINED 30-MINUTE SERVICE AREAS FOR RECOMMENDED LEVEL I AND LEVEL II AIRPORTS



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 5-7: COMBINED ACCESSIBILITY TO ALL AIRPORTS IN THE RECOMMENDED SYSTEM



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

As **Figure 5-7** shows, when all airport service areas are considered, all areas in Georgia, with the exception of those that are essentially unpopulated, are within an airport service area. Based on this finding, GDOT concluded that no further role adjustments are warranted at this time.

6. AIRPORT FACILITY AND SERVICE OBJECTIVES ANALYSIS

As part of the Georgia Statewide Aviation System Plan (GSASP), target objectives were established to enable airports to best fulfill their assigned level in the state airport system. Recommended levels for all system airports were identified in **Chapter 5, Airport Roles**. Facility and service objectives apply to airports in each of the following categories: Level I, Level II, and Level III. For this report, Level III airports have been separated into two categories, Commercial Service (Level III - Commercial Service) and General Aviation (Level III - General Aviation). Facility and service objectives are based on those established as part of the 2002 GSASP. They have been updated in some cases to reflect industry, technology, and regulatory changes. The facility and service adequacies and deficiencies identified in this chapter provide the foundation for final system recommendations, as well as for recommendations for individual study airports.

It is possible that the recommendations from local airport master planning efforts could result in additional and/or different improvements other than those identified through this system plan. It is also worth noting that GSASP facility objectives reflect, by role, development that is considered desirable at each airport. It is possible that airport-specific conditions may justify development that exceeds an airport's objectives identified in the GSASP. It is also possible that airport-specific conditions or constraints could prohibit an airport from achieving all of its GSASP-related objectives.

Facility and service objectives for Georgia airports, by level, are presented in **Table 6-1**. This chapter analyzes and summarizes existing airside facilities, landside facilities, and services at 102 system airports. Facilities and services used in this analysis are those that were compiled during this study's inventory effort; data collection for the system plan extended over a multi-month period that started in February 2017 and ended in May 2017.

St. Marys Airport was not included in the facilities analysis as this public airport closed in September 2017. This evaluation is based on existing facilities and services at system airports, and does not account for upcoming projects that may allow airports to meet the objectives for their respective level in the future. For example, Griffin-Spalding County Airport is currently moving forward with plans for a replacement facility; the analysis for this airport included here is based on the existing site and not the proposed replacement facility.

Tables containing detailed analysis of each facility and service objective can be found at the end of this chapter. A Report Card for each of the 102 system airports can be found in **Appendix B** to this report**.**

TABLE 6-1: FACILITY AND SERVICE OBJECTIVES FOR GEORGIA BY AIRPORT LEVEL

Category	Level III - Commercial Service	Level III - General Aviation	Level II	Level I
Airside Facilities				
– Runway Length	5,500’	5,500’	5,000’	4,000’
– Runway Width	100'	100'	100'	75’
– Taxiway	Full parallel	Full parallel	Full parallel	Turnarounds at each end; Full parallel desirable
– Primary Runway Pavement Condition	PCI of 70 or greater	PCI of 70 or greater	PCI of 70 or greater	PCI of 70 or greater
– Primary Runway Pavement Strength	30,000 lbs SW, 120,000 lbs DW	20,000 lbs SW, 50,000 lbs DW	15,000 lbs SW, 30,000 lbs DW	12,500 lbs SW
– Approach	Precision	Near precision	Non-precision	Non-precision
– Lighting System	HIRL	HIRL (precision approach) or MIRL (other approach)	MIRL	MIRL
	MITL	MITL	MITL	MITL
	Approach lights	Approach lights	Not an objective	Not an objective
– NAVAIDS/Visual Aids	Rotating beacon	Rotating beacon	Rotating beacon	Rotating beacon
	Segmented circle	Segmented circle	Segmented circle	Segmented circle
	Wind cone	Wind cone	Wind cone	Wind cone
	PAPIs	PAPIs	PAPIs	PAPIs
– Weather Reporting	AWOS or ASOS	AWOS or ASOS	AWOS or ASOS	Not an objective
– Airfield Signage	Runway hold position signs	Runway hold position signs	Runway hold position signs	Not an objective
	Location signs	Location signs	Location signs	Not an objective
	Guidance signs	Guidance signs	Guidance signs	Not an objective
– Fencing	Full perimeter	Full perimeter	Full perimeter	Operations area; Full perimeter desirable
Other Facilities				
– Hangar Aircraft Storage	70% of based aircraft fleet	70% of based aircraft fleet	60% of based aircraft fleet	60% of based aircraft fleet
– Tie-downs	30% of based aircraft fleet plus an add’l 75% for transient aircraft	30% of based aircraft fleet plus an add’l 75% for transient aircraft	40% of based aircraft fleet plus an add’l 50% for transient aircraft	40% of based aircraft fleet plus an add’l 25% for transient aircraft
– Terminal/Administration	2,500 sq ft including restrooms, conference area, and pilots’ lounge	2,500 sq ft including restrooms, conference area, and pilots’ lounge	1,500 sq ft restrooms, conference area, and pilots’ lounge	750 sq ft enclosed space with restrooms
– Auto Parking	1 space for each based aircraft plus an add’l 50% for visitors/employees	1 space for each based aircraft plus an add’l 50% for visitors/employees	1 space for each based aircraft plus an add’l 50% for visitors/employees	1 space for each based aircraft plus an add’l 25% for visitors/employees
Services				
– Fuel	AvGas and/or Jet fuel	AvGas and/or Jet fuel	AvGas and/or Jet fuel	AvGas, Jet fuel as required

TABLE 6-1: FACILITY AND SERVICE OBJECTIVES FOR GEORGIA BY AIRPORT LEVEL

Category	Level III - Commercial Service	Level III - General Aviation	Level II	Level I
– Fixed Base Operator (FBO)	Full service	Full service	Full service	Limited service
– Maintenance	Full service	Full service	Limited service	Not an objective
– Rental Cars	Available	Available	Available	Not an objective

Source: GDOT
Notes: ASOS= Automatic Surface Observation System; AWOS= Automated Weather Observation System; HIRL/HITL= High-Intensity Runway/Taxiway Lighting; MIRL/MITL= Medium-Intensity Runway/Taxiway Lighting; PAPI= Precision Approach Path Indicators; PCI= pavement condition index; DW=double-wheel; SW=single-wheel

6.1 Airside Facilities

Airside facility planning is largely driven by criteria and standards developed by the Federal Aviation Administration (FAA) that emphasize safety and efficiency while protecting federal investment in airport transportation infrastructure. The following airside facilities play a significant role in determining the ability of Georgia airports to support system needs:

- Runway Length
- Runway Width
- Taxiway Type
- Primary Runway Pavement Condition
- Primary Runway Pavement Strength
- Lighting Systems (Runway Lighting, Taxiway Lighting, Approach Lighting Systems)
- Approach
- Navigational Aids (NAVAIDs)/Visual Aids (Rotating Beacon, Segmented Circle, Wind Cone, VGSI)
- Weather Reporting
- Airfield Signage
- Fencing

6.1.1 Runway Length

Adequate runways are key components for airports being able to fulfill their designated level in the state airport system. Objectives for runway length and width were established in the 2002 GSASP. Runway objectives are based loosely on FAA runway length requirements for various types of planes in the general aviation fleet. Actual runway length requirements are best identified through the master planning process, as lengths are determined by the critical aircraft operating at each airport.

Runway length objectives set by the GSASP provide general guidance to all airports related to accommodating the types of planes and users they most frequently serve. It is possible that some airports, based on local need and justification, will exceed their runway length and width objectives. System plan runway objectives are considered the desirable length at each airport, based on the airport's assigned system role/level.

As part of this GSASP update, a review was undertaken to determine if Georgia's runway length objectives remain applicable. Review of the National Business Aviation Association (NBAA) guidelines for business

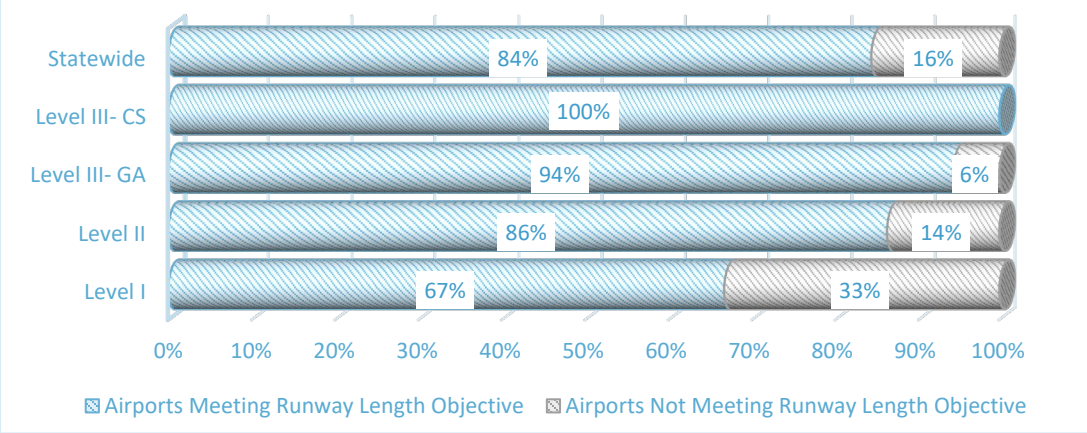
airports, presented later in this section, show that GDOT runway length objectives remain adequate and relevant at this time.

The following runway length objectives apply to Georgia airports:

- Level III - Commercial Service and Level III - General Aviation: 5,500 feet
- Level II: 5,000 feet
- Level I: 4,000 feet

A review of the current primary runway lengths at each study airport is presented in **Table 6-31** (page **6-44**). As noted, some airports now exceed their minimum runway length objectives. As shown in **Figure 6-1**, 84 percent of all Georgia airports meet the length objective for their primary runway.

FIGURE 6-1: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET PRIMARY RUNWAY LENGTH OBJECTIVES



Source: GDOT, Georgia Airports, FAA

The airports in **Table 6-2** do not currently meet their runway length objective.

TABLE 6-2: AIRPORTS NOT MEETING RUNWAY LENGTH OBJECTIVE (OCTOBER 2017)

Level III - General Aviation 5,500 feet	Level II 5,000 feet	Level I 4,000 feet
– Blairsville Airport – Louisville Municipal Airport	– Dawson Municipal Airport – Griffin-Spalding County Airport* – Macon Downtown Airport – Washington-Wilkes County Airport	– Marion County Airport – Lower Chattahoochee Regional Airport – Lumpkin County-Wimpy's Airport – Gilmer County Airport – Davis Field Airport – Hawkinsville-Pulaski County Airport – Jekyll Island Airport – Madison Municipal Airport – Treutlen County Airport – Wrens Memorial Airport

*Note: Redevelopment of this airport is underway.

As previously mentioned, information from NBAA was reviewed to ensure runway length objectives for Georgia airports remain viable. NBAA's members have identified characteristics of airports that they consider to be "optimum" or "acceptable" for accommodating business jets of various sizes/weights. This information is presented in **Table 6-3**.

TABLE 6-3: NBAA BUSINESS AIRPORT GUIDELINES

Category	Optimum Facilities And Services		Acceptable Facilities And Services	
Runways*	**Dimensions (ft)**	**Weight Capacity (lbs)**	**Dimensions (ft)**	**Weight Capacity (lbs)**
– Heavy Jet (above 50,000 lbs) – Medium Jet (up to 50,000 lbs) – Light Jet (up to 25,000 lbs) – Very Light Jet/Turboprop (up to 12,500 lbs)	7,500 by 150 5,500 by 100 4,500 by 100 4,000 by 75	120,000 75,000 50,000 25,000	5,500 by 100 5,000 by 100 4,000 by 75 3,000 by 60	75,000 50,000 20,000 15,000
	– Taxiways for all runways – Stabilized Overruns on longest runway – 200 by 300 ft. ramp area minimum		– Adequate ramp area for maneuvering/parking	
ATC Tower	24 hours		None	
Lighting	– Full approach lighting system – High Intensity runway lights – Visual glide scope indicator all runways		– REIL or ODALS – Medium Intensity runway lights – Visual glide scope on instrument runway – Pilot controlled lights	
Instrument Procedures	– RNAV SIDs/STARs**		– RNAV SIDs/STARs	
Weather Reporting	ASOS		AWOS	
Services	– Full Service FBO*** – Transient hangar space – FAR Part 107 type security – De-icing (where applicable)		– Enclosed passenger waiting area – Fuel/tie downs – Elementary Security – Telephone	
Maintenance	FAA Part 145 repair station		Minimal Maintenance (tire/battery service, etc.)	
Amenities	– Nearby hotel/motel – Nearby restaurant		– Distant hotel/motel – Vending machines	

Source: National Business Aviation Association
Notes: ODALS=Omni-Directional Approach Lights; REIL= Runway End Indication Lights; RNAV=Area Navigation
*Sea level requirements
**RNP/SAAAR where operationally advantageous
***Staffed 24/7, fuel, passenger, and crew lounge, rental cars, shuttle/crew car, vending machines
These NBAA Guidelines are not intended to replace actual FAA design standards. When an airport take federal assistance from the FAA for airport expansion and development, the airport must develop to specific FAA standards, including runway length, width, weight-bearing capacity, eligibility for partial or full taxiways, and other requirements. The table is not intended to replace or override airport requirements under federal AIP funding regulation.

Georgia's runway length objective for Level III airports (5,500 feet) corresponds to NBAA's "optimum" business airport objectives for medium jets and "acceptable" NBAA objectives for heavy business jets. Georgia runway length objectives for Level II airports (5,000 feet) exceed or correspond to NBAA's "optimum" runway length objectives for light jets and "acceptable" objectives for medium jets. Georgia's runway length objective for Level I airports (4,000) corresponds to NBAA's "optimum" runway length objective for very light jets and NBAA's "acceptable" runway length objective for light business jets. Overall, Georgia's established runway length objectives continue to be applicable and relevant, considering NBAA data.

Research conducted for this system plan update shows that the fleet of "large" general aviation aircraft is growing. According to 2016 data published by the General Aviation Manufacturers Association (GAMA), 33.8 percent of all general aviation business jets aircraft shipped over the past five years have been large aircraft (greater than 50,000 pounds Maximum Takeoff Weight (MTOW)). Bombardier's 2015 Aviation Forecasts projected an 8.1 percent average annual rate of growth for large general aircraft jets through year 2025. Honeywell's 2016 Business Aviation Forecast also indicates that large business jet aircraft will be a growing segment of the general aviation fleet. According to the Honeywell forecast, 57 percent of all business aircraft

worldwide planned to be purchased through 2026 will be large business jets (a total of 4,900 large aircraft, with 65 percent of these aircraft to be delivered to North America (3,185 aircraft)).

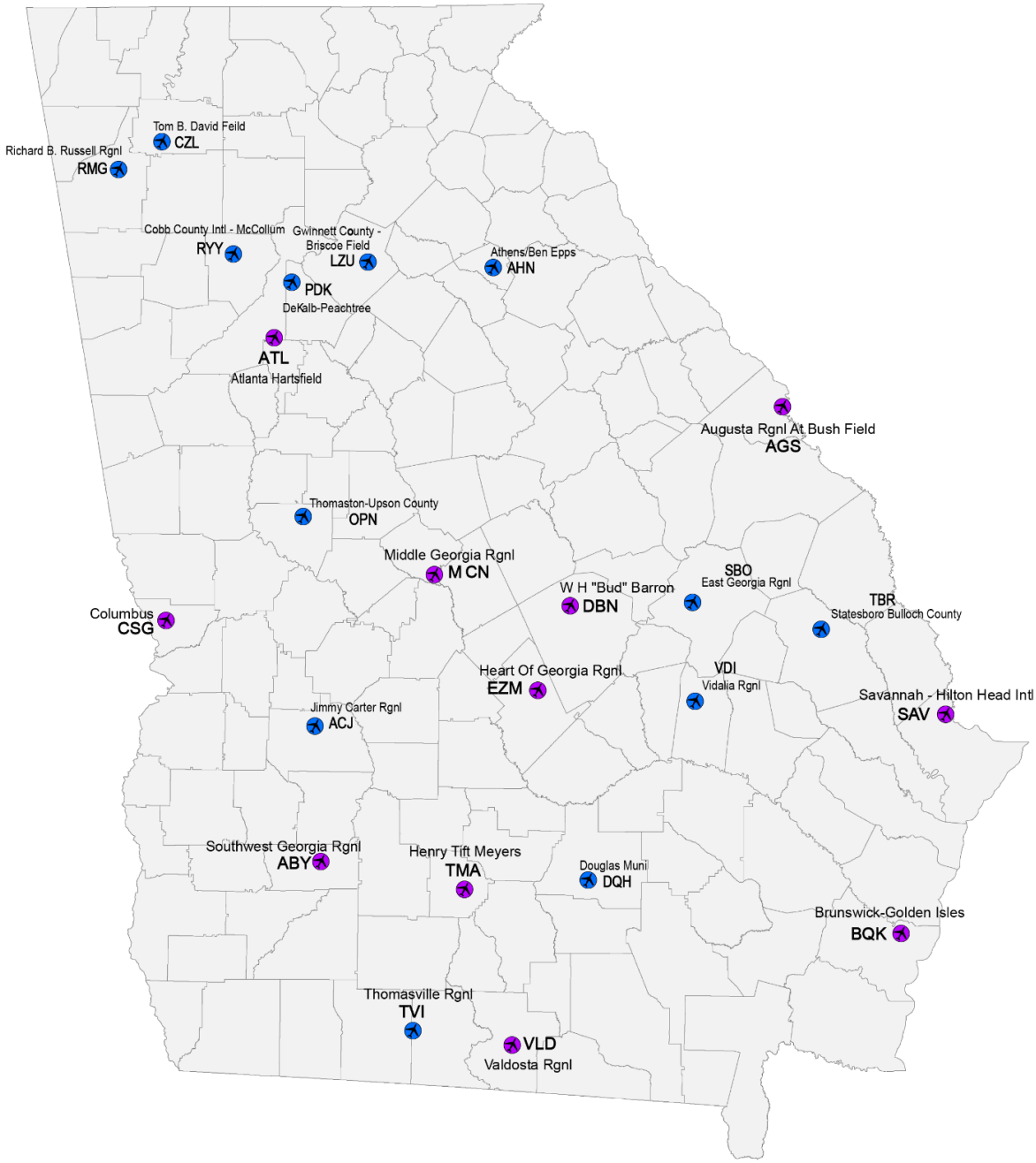
These indicators point toward the potential for an increasing number of large business jets that could operate or be based at airports in Georgia. Considering the potential for increased usage by large business jets, a review was undertaken to identify airports whose runway length now exceeds the 5,500-foot objective for Level III airports. **Table 6-4** shows the airports whose current runway length is more than 6,000 feet but less than 6,500 feet, as well as the airports whose current runway length exceeds 6,500 feet.

TABLE 6-4: AIRPORTS WITH RUNWAY LENGTHS GREATER THAN 6,000 FEET TO SUPPORT LARGE BUSINESS JETS (OCTOBER 2017)

Runways greater than or equal to 6,500'	Runways 6,000' - 6,500'
– Hartsfield-Jackson Atlanta International Airport – Southwest Georgia Regional Airport – Augusta Regional Airport at Bush Field – Brunswick-Golden Isles Airport – Columbus Airport – W.H. "Bud" Barron Airport – Heart of Georgia Regional Airport – Middle Georgia Regional Airport – Savannah-Hilton Head International Airport – Henry Tift Myers Airport – Valdosta Regional Airport	– Athens-Ben Epps Airport – Jimmy Carter Regional Airport – Cobb County International Airport-McCollum Field – DeKalb-Peachtree Airport – Tom B. David Field Airport – Douglas Municipal Airport – Gwinnett County Airport-Briscoe Field – Richard B. Russell Regional Airport - J.H. Towers Field – Statesboro-Bulloch County Airport – East Georgia Regional Airport – Thomaston-Upson County Airport – Thomasville Regional Airport – Vidalia Regional Airport

Figure 6-2 shows the geographic location of the airports shown in **Table 6-4**. There is a fairly wide geographic distribution of airports throughout Georgia that have a runway length that exceeds the minimum 5,500-foot objective for Level III airports. These airports are available to help meet growth in the large business jet segment of the general aviation fleet.

FIGURE 6-2: AIRPORTS EXCEEDING 6,000-FOOT RUNWAY LENGTH



AIRPORTS WITH RUNWAY LENGTHS GREATER THAN 6,000 FEET BUT LESS THAN 6,500 FEET

AIRPORTS WITH RUNWAY LENGTHS GREATER THAN OR EQUAL TO 6,500 FEET

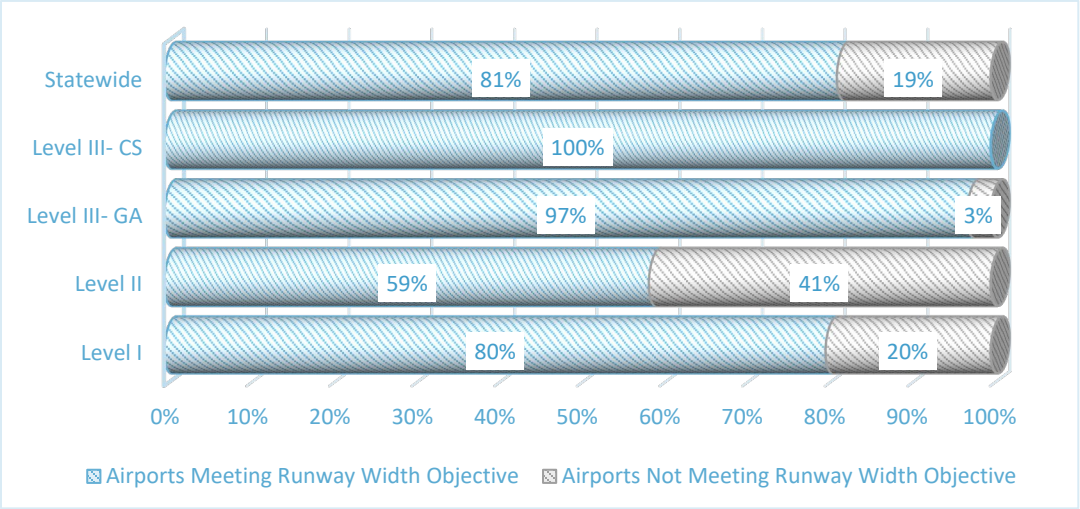
Source: Jviation

6.1.2 Runway Width

Runway width is another important component of each airport's airfield facility objectives. Georgia's objectives for runway width are: 100 feet for Level III and Level II airports, and 75 feet for Level I airports. These objectives are determined based on FAA design standards.

Table 6-31 (page **6-44**) presents each airport's ability to meet its primary runway width objective. As shown in **Figure 6-3**, 81 percent of airports (83 of 102) meet the runway width objective for their respective level in the state airport system.

FIGURE 6-3: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET PRIMARY RUNWAY WIDTH OBJECTIVES



Source: GDOT, Georgia Airports, FAA

Table 6-5 shows airports that do not currently meet the primary runway width objective for their recommended system level.

TABLE 6-5: AIRPORTS NOT MEETING PRIMARY RUNWAY WIDTH OBJECTIVE (OCTOBER 2017)

Level III - General Aviation	Level II	Level I
– Covington Municipal Airport	– Baxley Municipal Airport – Butler Municipal Airport – Cherokee County Airport – Claxton-Evans County Airport – Dawson Municipal Airport – Griffin-Spalding County Airport – Homerville Airport – Jackson County Airport – Barwick LaFayette Airport – Monroe-Walton County Airport – Kaolin Field Airport – Washington-Wilkes County Airport	– Lower Chattahoochee Regional Airport – Lumpkin County-Wimpy's Airport – Davis Field Airport – Hawkinsville-Pulaski County Airport – Treutlen County Airport – Wrens Memorial Airport

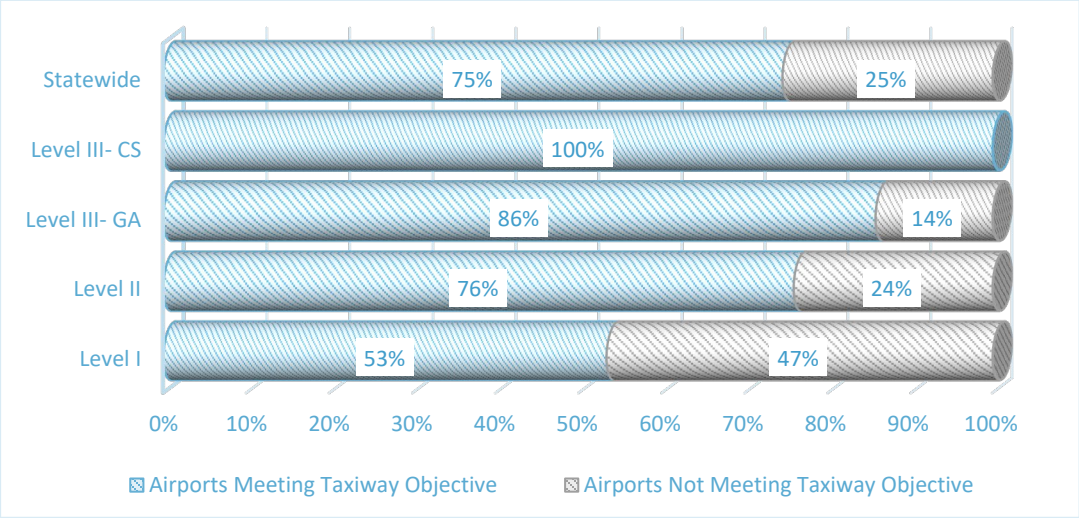
6.1.3 Taxiway Type

Taxiways facilitate aircraft movement to and from the runway system, allowing for safer operations and increased operational efficiency. Taxiways become extremely important as activity increases and more efficient use of the airfield is required. Taxiway exits permit aircraft to clear the runway quickly after landing and

significantly increase runway capacity. Taxiways are also recommended to support certain types of instrument approaches. The objective for Level III and Level II airports is to have a full parallel taxiway; the Level I objective is turnarounds on both runway ends, although some Level I airports also have a full parallel taxiway.

As presented in **Table 6-32** (page **6-49**) and summarized in **Figure 6-4**, 76 of 102 airports (75 percent) meet their respective taxiway objectives.

FIGURE 6-4: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET TAXIWAY OBJECTIVES



Source: GDOT, Georgia Airports, FAA

Airports in **Table 6-6** do not currently meet their established taxiway system objective.

TABLE 6-6: AIRPORTS NOT MEETING TAXIWAY SYSTEM OBJECTIVES (OCTOBER 2017)

Level III - General Aviation	Level II	Level I
– Decatur County Industrial Air Park – Blairsville Airport – Tom B. David Field Airport – Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport – Jesup-Wayne County Airport – Louisville Municipal Airport	– Butler Municipal Airport – Claxton-Evans County Airport – Dawson Municipal Airport – Barwick LaFayette Airport – Moultrie Municipal Airport – Plantation Airpark – Toccoa Airport-RG LeTourneau Field	– Polk County Airport-Cornelius Moore Field – Lower Chattahoochee Regional Airport – Lumpkin County-Wimpy's Airport – Gilmer County Airport – Davis Field Airport – Hawkinsville-Pulaski County Airport – Hazlehurst Airport – Madison Municipal Airport – Telfair-Wheeler Airport – Dr. C.P. Savage, Sr. Airport – Brantley County Airport – Treutlen County Airport – Burke County Airport – Wrens Memorial Airport

6.1.4 Primary Runway Pavement

The pavement condition and strength objectives have been set for primary runways. Information on each airport's existing pavement condition and pavement strength can be found in **Table 6-33** (page **6-54**). A discussion of each follows.

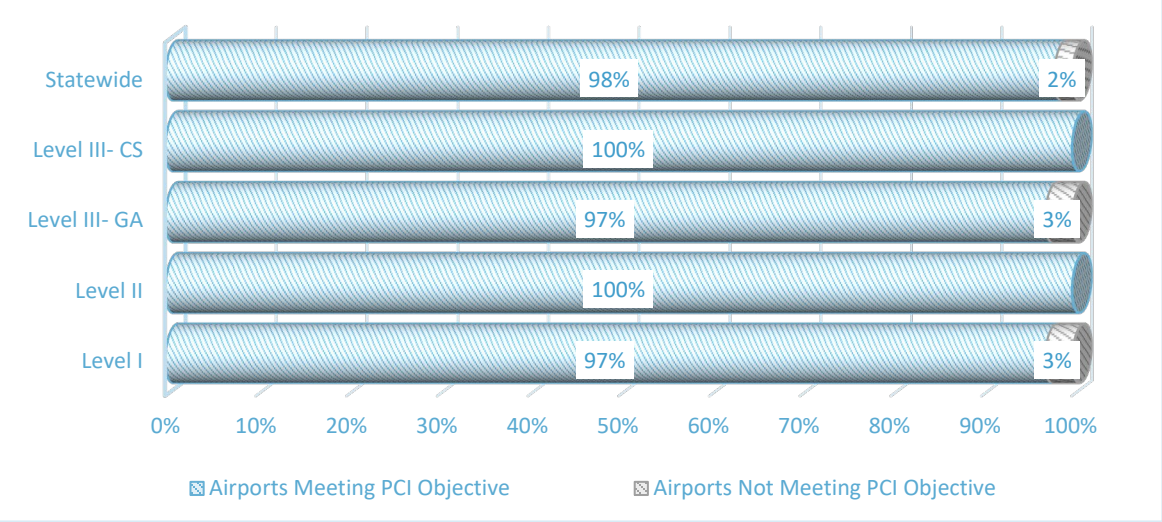
Primary Runway Pavement Condition

The development and maintenance of paved surfaces at system airports requires significant and continual investment. GDOT has a pavement management program in place for the publicly-owned general aviation airports in the state. The objective for pavement condition is for all airports, regardless of level, to maintain a pavement condition index (PCI) of 70 or greater on their primary runways. A PCI of 70 or greater generally indicates that the runway pavement is in good condition. Once PCI drops below 70, some type of maintenance/rehabilitation project is typically required. The PCI ratings for this analysis are based on data from the 2012 Georgia Statewide Airfield Pavement Management Study. An updated Statewide Airfield Pavement Management Study was initiated in 2018, and should be completed by the Fall of 2019.

The 2012 PCI for each airport's primary runway is provided in **Table 6-33** (page **6-54**). The table also notes which airports have had a pavement project to improve PCI since the 2012 study was complete. **Figure 6-5** shows that 98 percent of system airports had a PCI of 70 or greater on their primary runway or have had a pavement project in the last five years that would improve their primary runway PCI to a level higher than 70.

GDOT also monitors PCI for airport taxiways and apron areas. Continued investment is needed to increase the PCI of many of these paved areas at numerous system airports. With weather and wear, the PCI for the state's airport pavements, including primary runways, is continually changing, resulting in the need for GDOT to invest annually in major pavement rehabilitation projects.

FIGURE 6-5: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET PRIMARY RUNWAY MINIMUM PAVEMENT CONDITION OBJECTIVES



Source: 2012 Georgia Statewide Airfield Pavement Management Study, GDOT

Table 6-7 shows airports that do not meet their pavement condition objective for their primary runway.

TABLE 6-7: AIRPORTS NOT MEETING PAVEMENT CONDITION OBJECTIVES (OCTOBER 2017)

Level III - General Aviation	Level I
– Cartersville Airport	– Hawkinsville-Pulaski County Airport

Primary Runway Pavement Strength

Pavement strength determines the weight of aircraft that may operate on a regular basis on a specific runway. Runway pavement is designed to sustain continuous aircraft operations up to the runway's published weight

bearing capacity; however, runways are capable of supporting infrequent aircraft operations in excess of their published pavement strength.

In most cases, runway strengthening can be accomplished with a runway overlay, depending on the condition and structure of the existing runway. Runway pavement strength is typically classified according to aircraft landing gear configurations. Runway strengths are classified as single-wheel landing gear (SW), dual-wheel landing gear (DW), dual tandem wheel landing gear (DTW), or double dual tandem wheel landing gear (DDTW). Pavement strength data for these classifications were obtained from FAA Form 5010 data for Georgia airports.

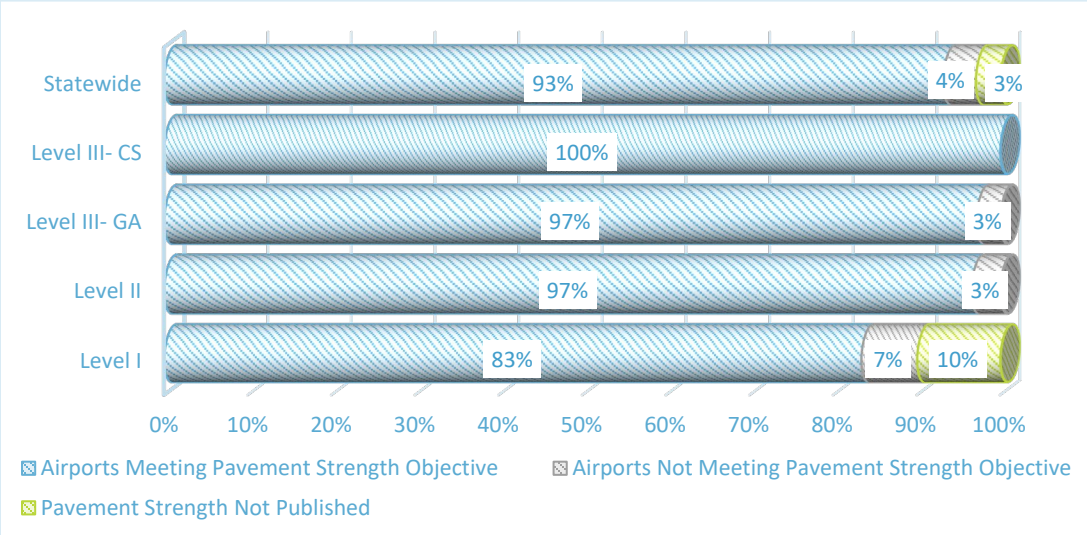
In recent years, the FAA has been moving towards using Pavement Classification Numbers (PCN) in lieu of using allowable loads by gear type. In 2011, FAA issued Advisory Circular 150-5335-5B, *Standardized Method of Reporting Airport Pavement Strength: PCN*. This method of standardizing the strength of airfield pavements is grounded in every aircraft having an Aircraft Classification Number (ACN), a unique number to express the effect of an individual airplane on different pavements. A PCN expresses the load-carrying capacity of the pavement without specifying a particular airplane or pavement structure. Essentially, pavement can support, without weight restriction, an aircraft with an ACN rating equal to or less than the pavement PCN. According to the FAA, all primary commercial airports serving air carrier aircraft should be assigned gross weight and PCN data, and all non-primary commercial service airports serving air carrier aircraft should be compliant with the FAA advisory circular on PCN.

As of the writing of this report, only six study airports (Augusta Regional, Columbus, Middle Georgia Regional, Savannah/Hilton Head International, Valdosta Regional, and Wright Army Airfield (Fort Stewart)/MidCoast Regional) have published PCNs for their primary runway. These PCNs are reported in FAA's 5010 reports. Since PCN data is currently limited, the following pavement strength objectives (using available FAA 5010 data) have been established for Georgia airports by allowable loads, gear type, and airport level:

- Level III - Commercial Service: greater than 30,000 lbs SW or 120,000 lbs DW
- Level III - General Aviation: greater than 20,000 lbs SW or 50,000 lbs DW
- Level II - greater than 15,000 lbs SW or 30,000 lbs DW
- Level I - greater than 12,500 lbs SW

The primary runway strength for each airport is presented in **Table 6-33** (page **6-54**). As shown in **Figure 6-6**, 93 percent of system airports meet the pavement strength objective for their primary runway. Pavement strength data for three Level I airports (Cochran, Quitman Brooks County, and Treutlen County) is not available. It is recommended that data for these airports be gathered during the next update to Georgia's Statewide Airfield Pavement Management Study.

FIGURE 6-6: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET PAVEMENT STRENGTH OBJECTIVES



Source: FAA 5010

Table 6-8 shows airports that do not meet their pavement strength objective.

TABLE 6-8: AIRPORTS NOT MEETING PAVEMENT STRENGTH OBJECTIVES (OCTOBER 2017)

Level II	Level I
– Monroe-Walton County Airport	– Cairo-Grady County Airport – Cochran Airport (not published) – Lumpkin County-Wimpy's Airport – Quitman Brooks County Airport (not published) – Treutlen County Airport (not published)

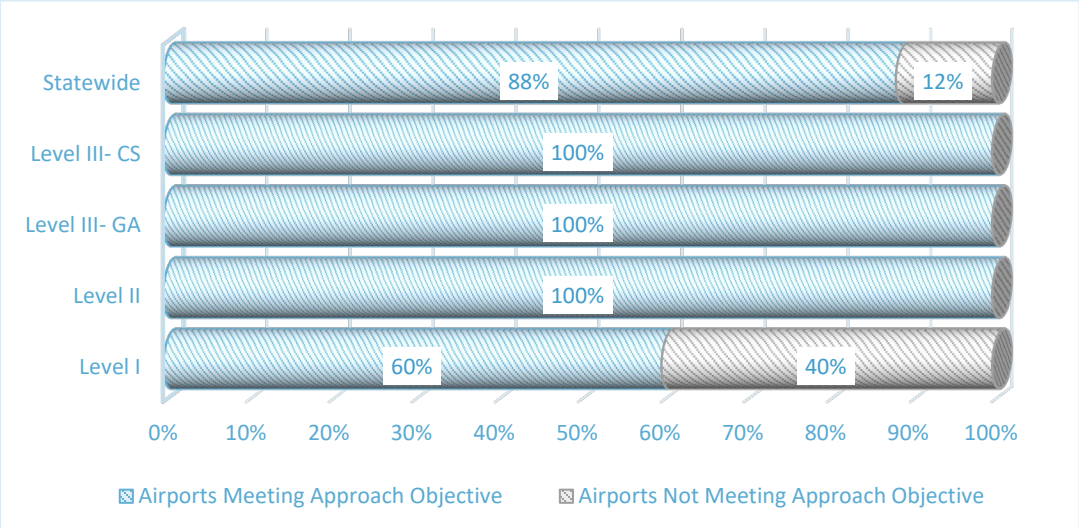
6.1.5 Approach Type

An instrument approach improves an airport's air access and operational efficiency and helps improve safety during a wide variety of meteorological conditions. Historically, most flight procedures have been based on land-based navigational aids which require considerable investment for both the equipment and the maintenance of the equipment. Land-based approach equipment includes: Instrument Landing Systems (ILS), Very High Frequency Omni-Directional Range (VORs), and Non-Directional Beacons (NDBs).

In the last decade, many of the approaches using land-based equipment have been replaced with satellite-based approaches that utilize global positioning systems (GPS). GPS procedures accommodate precision-like approaches without requiring land-based navigation equipment at the airport. Area Navigation (RNAV) GPS approaches offer improved accuracy and lower approach minimums, without land-based equipment. Localizer Performance with Vertical Guidance (LPV) or Lateral Navigation (LNAV) are the most popular RNAV GPS approaches. LPV minimums offer improved accuracy with Wide Area Augmentation System (WAAS) and provide both lateral and vertical approach guidance.

The approach objective for Level III - Commercial Service airports is for a precision approach (ILS). Level III - General Aviation airports should have a precision or near-precision (ILS or LPV) approach. For Level II and Level I airports, the objective is to have a published non-precision approach. As shown in **Table 6-34** (page **6-59**) and **Figure 6-7**, only 12 percent of system airports do not meet their applicable approach objectives.

FIGURE 6-7: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET APPROACH OBJECTIVES



Source: FAA Digital Terminal Procedures, August 17-September 14, 2017

The airports in **Table 6-9** do not currently meet the approach objective for their respective level.

TABLE 6-9: AIRPORTS NOT MEETING APPROACH TYPE OBJECTIVE (OCTOBER 2017)

Level I	
– Turner County Airport	– Hawkinsville-Pulaski County Airport*
– Marion County Airport	– Spence Airport
– Lower Chattahoochee Regional Airport*	– Treutlen County Airport*
– Lumpkin County-Wimpy's Airport*	– Sylvester Airport
– Gilmer County Airport	– Roosevelt Memorial Airport
– Davis Field Airport*	– Wrens Memorial Airport*

*These airports have a current runway length that is less than 3,200 feet. FAA typically recommends that an airport have a runway length of at least 3,200 feet to support a published approach.

6.1.6 Airport Lighting Systems

Appropriate airfield lighting is essential to safe night-time aircraft operations and those operations that occur during periods of reduced visibility. The GSASP has objectives for runway edge lighting, taxiway lighting, and approach lighting systems. A summary of the lighting found at each system airport is presented in **Table 6-35** (page **6-64**) and is discussed below.

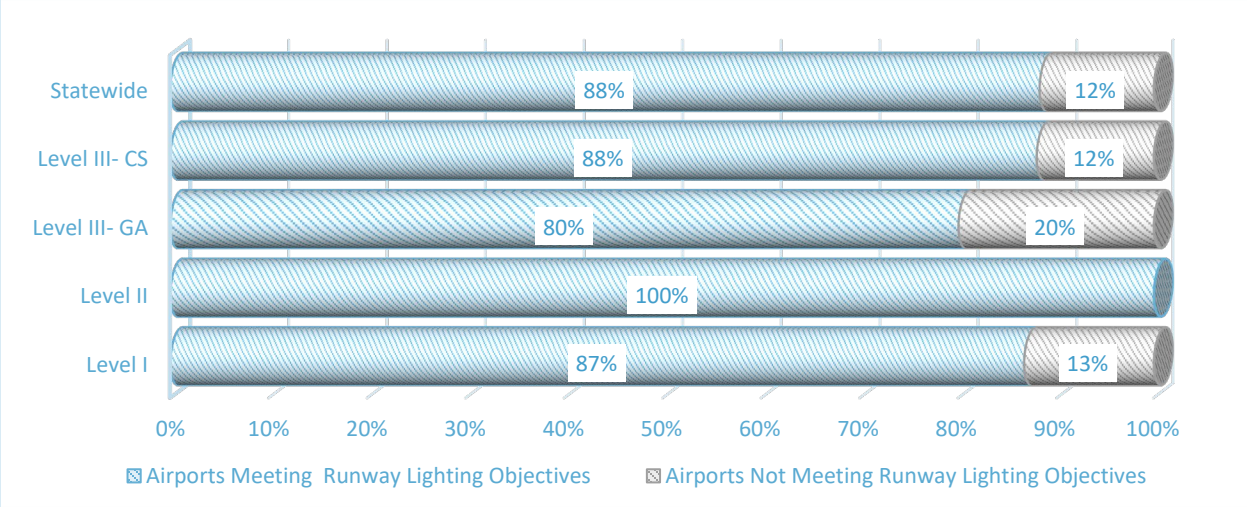
Runway Edge Lighting

At night and during periods of reduced visibility, various types of lighting are used to outline the edges of the runway; lighting provides an increased margin of safety. The three runway edge lighting systems: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL), are differentiated by their brightness. GSASP objectives for runway lighting are as follows:

- Level III - Commercial Service: HIRL
- Level III - General Aviation: HIRL with precision approach (ILS) or MIRL with LPV approach
- Level II and Level I: MIRL

Table 6-35 (page **6-64**) indicates which airports, by level, are currently meeting their system objective for runway edge lighting. **Figure 6-8** shows that 88 percent of all system airports currently meet their objective for runway edge lighting.

FIGURE 6-8: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET RUNWAY EDGE LIGHTING OBJECTIVES



Source: GDOT, Georgia Airports, FAA Form 5010

The airports in **Table 6-10** do not meet the runway edge lighting objective for their respective level in the state airport system.

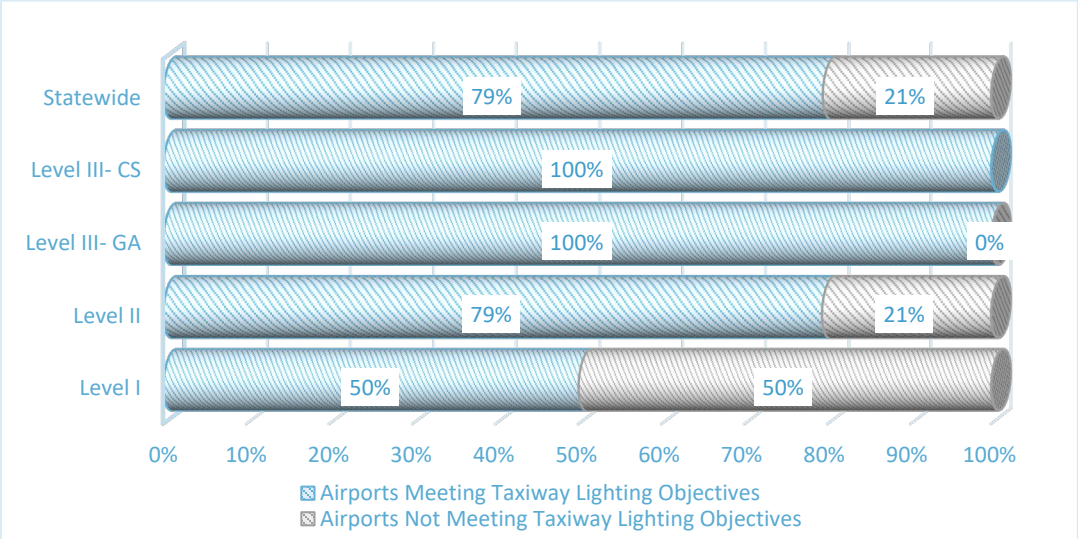
TABLE 6-10: AIRPORTS NOT MEETING RUNWAY EDGE LIGHTING OBJECTIVE (OCTOBER 2017)

Level III - Commercial Service	Level III - General Aviation	Level I
– Athens-Ben Epps Airport	– Jimmy Carter Regional Airport – Atlanta Regional Airport-Falcon Field (Peachtree City) – Paulding-Northwest Atlanta Airport – Decatur County Industrial Air Park – West Georgia Regional Airport-O.V. Gray Field – Douglas Municipal Airport – LaGrange-Callaway Airport – Thomaston-Upson County Airport	– Marion County Airport – Lumpkin County-Wimpy's Airport – Spence Airport – Treutlen County Airport

Taxiway Lighting

Similar to runway edge lighting, taxiway lighting provides identification of the taxiways at night and during periods of reduced visibility. The taxiway lighting objective is for all airports to have a minimum of medium intensity taxiway lighting (MITL). **Table 6-35** (page **6-64**) presents which airports, by level, currently meet the system objective for taxiway lighting. As shown in **Figure 6-9**, 79 percent of all airports currently meet the taxiway lighting objective.

FIGURE 6-9: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET TAXIWAY LIGHTING OBJECTIVES



Source: GDOT, Georgia Airports, FAA Form 5010

The airports in **Table 6-11** do not meet the taxiway lighting objective for their respective level.

TABLE 6-11: AIRPORTS NOT MEETING TAXIWAY LIGHTING OBJECTIVE (OCTOBER 2017)

Level II	Level I	
– Butler Municipal Airport – Claxton-Evans County Airport – Crisp County-Cordele Airport – Dawson Municipal Airport – Homerville Airport – Monroe-Walton County Airport	– Marion County Airport – Franklin County Airport – Polk County Airport-Cornelius Moore Field – Cochran Airport – Lower Chattahoochee Regional Airport – Lumpkin County-Wimpy's Airport – Elbert County Airport-Patz Field – Gilmer County Airport	– Davis Field Airport – Hawkinsville-Pulaski County Airport – Telfair-Wheeler Airport – Spence Airport – Brantley County Airport – Quitman Brooks County Airport – Treutlen County Airport – Sylvester Airport

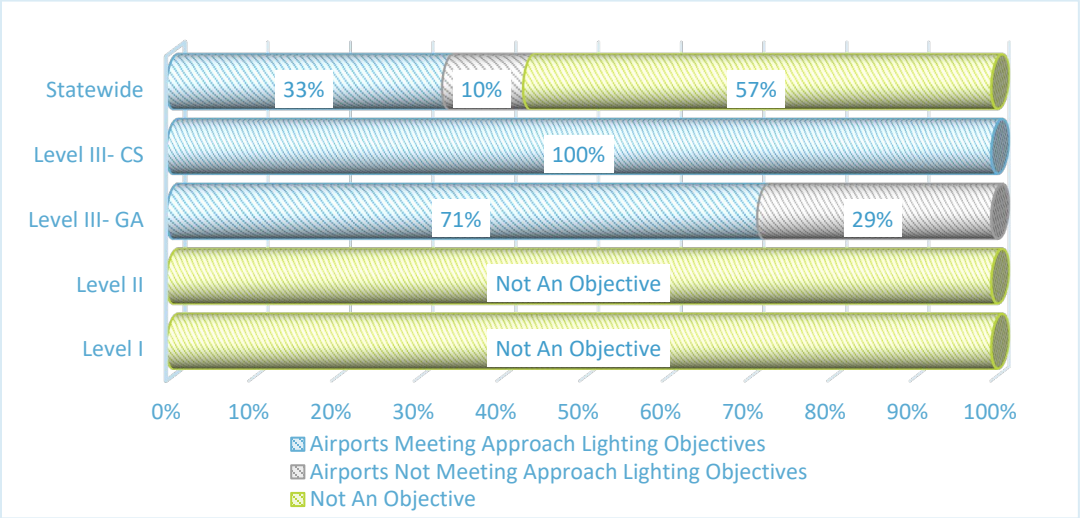
Approach Lighting Systems

Approach lighting systems (ALS) contain a series of light bars and strobe lights that extend outward from the runway end to enhance safe approaches to an airfield. There are several different ALSs an airport can have, depending on their approach type; these include:

- Medium-intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)
- Medium-intensity Approach Lighting System with Sequenced Flashing Lights (MALSF)
- Approach Lighting System with Sequenced Flashing Lights (ALSF)
- Omnidirectional Approach Lighting System (ODALS)

The system plan established an objective for Level III - Commercial Service and Level III - General Aviation airports to have an ALS in place. There are no objectives for approach lighting systems for Level II and Level I airports. As shown in **Figure 6-10**, 100 percent of Level III - Commercial Service and 71 percent of Level III - General Aviation airports meet the objective to have an ALS. Statewide, this translates into 33 percent or 34 of 102 study airports having ALS.

FIGURE 6-10: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET AIRPORT LIGHTING SYSTEM OBJECTIVES



Source: GDOT, Georgia Airports, FAA Form 5010

The Level III - General Aviation airports listed in **Table 6-12** do not meet the objective to have an approach lighting system in place.

TABLE 6-12: AIRPORTS NOT MEETING APPROACH LIGHTING OBJECTIVE (OCTOBER 2017)

Level III - General Aviation	
– Covington Municipal Airport	– Cartersville Airport
– Paulding-Northwest Atlanta Airport	– Habersham County Airport
– Blairsville Airport	– Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport
– Tom B. David Field Airport	– Jesup-Wayne County Airport
– West Georgia Regional Airport-O.V. Gray Field	– Thomson-McDuffie Regional Airport

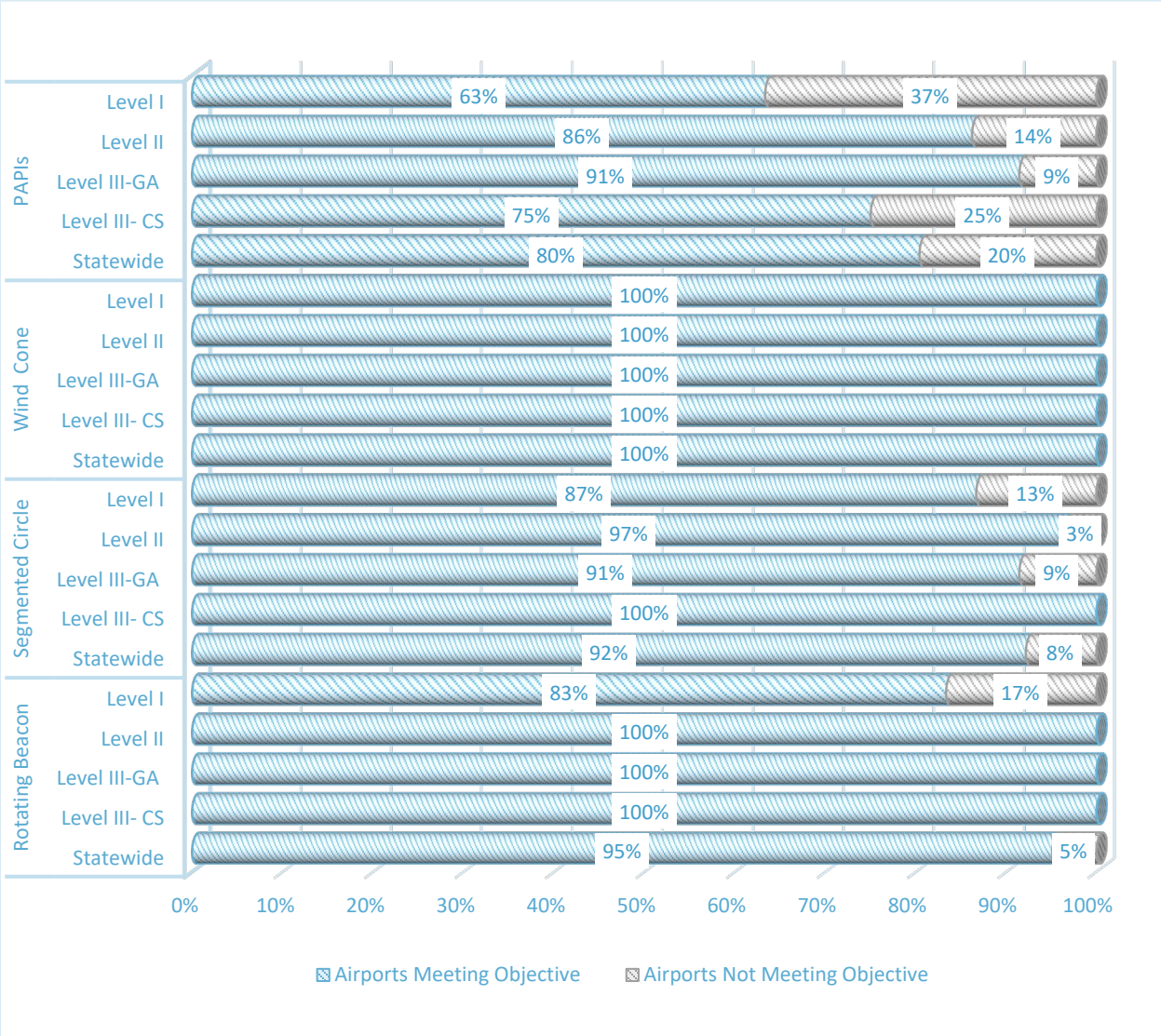
Although an ALS objective was only established for Level III airports, several airports in other levels/roles also have an ALS. When these additional airports are considered, statewide, 36 of the 102 study airports have an ALS. This is 35 percent of all system airports. This increased percentage includes the following airports that also have an ALS:

- Fitzgerald Municipal Airport (Level II)
- Perry-Houston County Airport (Level II)

6.1.7 Visual Navigational Aids

There are several visual NAVAIDs that provide navigation assistance to aircraft arriving and departing Georgia's airports. Three common visual aids include a rotating beacon, segmented circle, and wind cone. Other visual aids that support instrument approaches are Visual Glide Slope Indicators (VGSIs); VGSI include Precision Approach Path Indicators (PAPIs) or a Visual Approach Slope Indicator (VASI). Objectives by level have been established for each of these four NAVAIDs and are discussed below. **Table 6-36** (page **6-69**) shows which airports meet their system objectives for NAVAIDs. **Figure 6-11** summarizes the compliance to NAVAIDs objectives by airport level; NAVAIDs are an objective for all airports.

FIGURE 6-11: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET NAVAIDS OBJECTIVES



Source: GDOT, Georgia Airports, FAA Form 5010

Rotating Beacon

A rotating beacon assists pilots in locating an airport during periods of darkness or low visibility. It is an objective for all Georgia system airports to have a rotating beacon. As shown in **Figure 6-11**, 95 percent of system airports have a rotating beacon. The Level I airports in **Table 6-13** do not currently meet the objective.

TABLE 6-13: AIRPORTS NOT MEETING ROTATING BEACON OBJECTIVES (OCTOBER 2017)

Level I
– Marion County Airport – Lumpkin County-Wimpy's Airport – Spence Airport – Quitman Brooks County Airport – Treutlen County Airport

Segmented Circle

All system airports should have a segmented circle. This NAVAID provides pilots with traffic pattern information. Statewide, 92 percent of system airports have a segmented circle. The airports in **Table 6-14** need a segmented circle in order to meet this objective.

TABLE 6-14: AIRPORTS NOT MEETING SEGMENTED CIRCLE OBJECTIVES (OCTOBER 2017)

Level III -General Aviation	Level II	Level I
– DeKalb-Peachtree Airport – Baldwin County Airport – Thomasville Regional Airport	– Griffin-Spalding County Airport	– Lumpkin County-Wimpy's Airport – Hawkinsville-Pulaski County Airport – Spence Airport – Treutlen County Airport

Wind Cone

A wind cone is a visual aid that helps a pilot determine the speed and direction of the wind. When lighted, it provides pilot assistance at night for takeoffs and landings. The objective is for all system airports to have a wind cone. As shown in **Figure 6-11**, 100 percent of system airports meet the objective established for this visual landing aid.

Visual Glide Slope Indicators

Visual Glide Slope Indicators (VGSI) are lighting systems located adjacent to the runway to assist aircraft with visually based vertical alignment on approach. VGSIs include PAPIs or VASIs. VASIs are older technology and are typically replaced with PAPIs as needed. The VGSI objective for all Georgia systems airports is to have VGSIs on both ends of the primary runway. As shown in **Figure 6-11**, statewide, 80 percent of system airports have VGSIs on both runway ends.

The airports shown in **Table 6-15** do not meet their VGSI objective.

TABLE 6-15: AIRPORTS NOT MEETING VGSI OBJECTIVES (OCTOBER 2017)

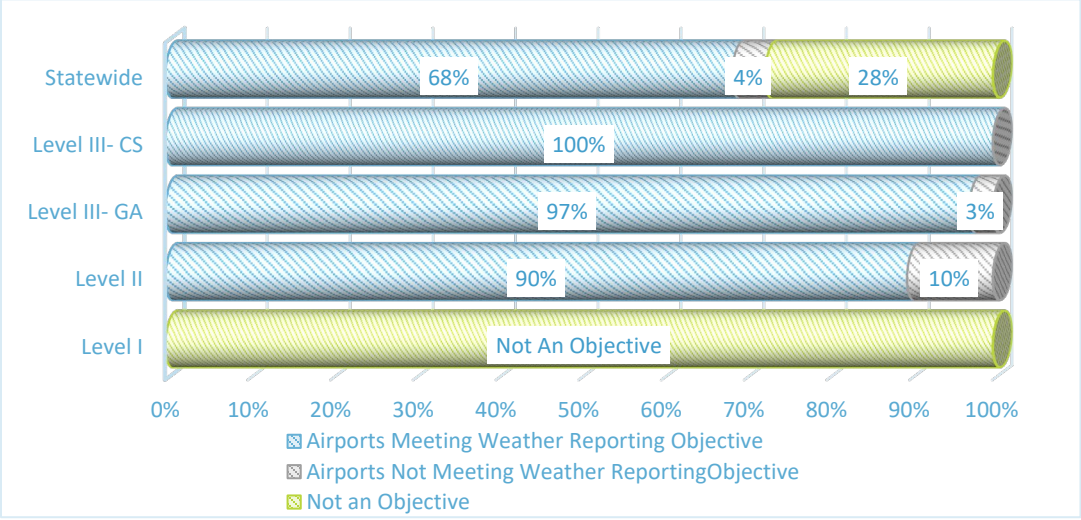
Level III - Commercial Service	Level III - General Aviation	Level II	Level I
– Southwest Georgia Regional Airport – Middle Georgia Regional Airport	– DeKalb-Peachtree Airport – Fulton County Airport-Brown Field – Blairsville Airport – Wright Army Airfield (Fort Stewart)/ MidCoast Regional Airport	– Fitzgerald Municipal Airport – Griffin-Spalding County Airport – Harris County Airport – East Georgia Regional Airport	– Marion County Airport – Lower Chattahoochee Regional Airport – Lumpkin County-Wimpy's Airport – Davis Field Airport – Hawkinsville-Pulaski County Airport – Madison Municipal Airport – Spence Airport – Treutlen County Airport – Burke County Airport – Wrens Memorial Airport

6.1.8 Weather Reporting

On-site weather reporting equipment at an airport improves operational capabilities during periods of inclement or changing weather. By providing an Automated Weather Observing System (AWOS) or Automated Surface Observing System (ASOS), pilots have improved information related to weather conditions at their destination airport or other potential backup airports.

Table 6-37 (page **6-74**) indicates whether or not airports, by level, currently meet their system objective for on-site weather reporting equipment. On-site weather reporting equipment is an objective for airports in the Level III and Level II categories, but not for Level I. **Figure 6-12** shows that nearly all applicable system airports currently have on-site weather reporting capabilities and meet their objective.

FIGURE 6-12: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET WEATHER REPORTING OBJECTIVE



Source: GDOT, Georgia Airports, FAA

The airports in **Table 6-16** do not currently have an AWOS or ASOS and do not meet the objective.

TABLE 6-16: AIRPORTS NOT MEETING WEATHER REPORTING OBJECTIVE (OCTOBER 2017)

Level III - General Aviation	Level II
– Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	– Cook County Airport – Dawson Municipal Airport – Macon Downtown Airport

In addition, the following Level I airports have an AWOS in place. When these airports are added, 75 percent of all system airports have on-site weather reporting equipment.

- Daniel Field
- Franklin County Airport
- Cochran Airport
- Gilmer County Airport
- Hazlehurst Airport
- Telfair-Wheeler Airport
- Metter Municipal Airport

6.1.9 Airfield Signage

Overall safety is enhanced at an airport by the use of standardized signs. Standard airport signs provide mandatory instructions, runway and taxiway locations, directional and destination information, as well as airport special information signage needed for aircraft maneuvering on the ground. FAA AC 150/5340-18C, *Standards for Airport Sign Systems* and AC 150/5345-44F, *Specifications for Taxiway and Runway Signs* should be followed for proper implementation and maintenance of airport signs.

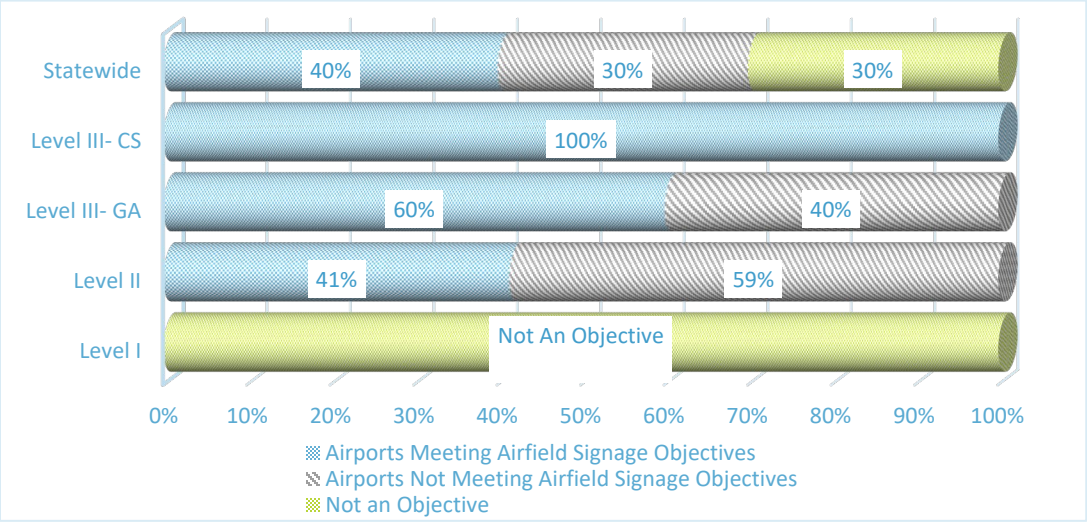
The system objectives for airfield signage are for all Level III and Level II airports to have runway hold position, location, and guidance signs. A signage objective was not established for Level I airports; however, the following Level I airports currently meet all facets of the system plan's signage objective:

- Daniel Field
- Madison Municipal
- Metter Municipal
- Millen Airport
- Berrien County Airport
- Swinton Smith Field at Reidsville Municipal
- Sylvester Airport
- Roosevelt Memorial

These airports are shown as "not an objective" in the following table.

An analysis of airfield signage objectives for each airport is presented in **Table 6-38** (page **6-79**). **Figure 6-13** shows that 40 percent of all system airports currently meet their airfield signage objective.

FIGURE 6-13: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET SIGNAGE OBJECTIVE



Source: GDOT, Georgia Airports

Table 6-17 shows airports needing various signage to meet the established GSASP objectives.

TABLE 6-17: AIRPORTS NOT MEETING SIGNAGE OBJECTIVE (OCTOBER 2017)

Level III - General Aviation	Level II
Runway Hold Sign Position Signs	
– Covington Municipal Airport – Early County Airport – Cartersville Airport – Habersham County Airport – Douglas Municipal Airport – W.H. "Bud" Barron Airport – Jesup-Wayne County Airport – Baldwin County Airport – Thomson-McDuffie Regional Airport – Waycross-Ware County Airport	– Butler Municipal Airport – Claxton-Evans County Airport – Crisp County-Cordele Airport – Donalsonville Municipal Airport – Fitzgerald Municipal Airport – Griffin-Spalding County Airport – Henry County Airport – Homerville Airport – Jackson County Airport – Barwick LaFayette Airport – Monroe-Walton County Airport – Harris County Airport – Plantation Airpark – Toccoa Airport-RG LeTourneau Field
Location Signs	
– Early County Airport – Dalton Municipal Airport – Jesup-Wayne County Airport – Baldwin County Airport – Lee Gilmer Memorial Airport	– Butler Municipal Airport – Claxton-Evans County Airport – Homerville Airport – Monroe-Walton County Airport – Moultrie Municipal Airport – Plantation Airpark
Guidance Signs	
– Newnan-Coweta County Airport – Dalton Municipal Airport – Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport – Jesup-Wayne County Airport	– Butler Municipal Airport – Claxton-Evans County Airport – Dawson Municipal Airport – Henry County Airport

TABLE 6-17: AIRPORTS NOT MEETING SIGNAGE OBJECTIVE (OCTOBER 2017)

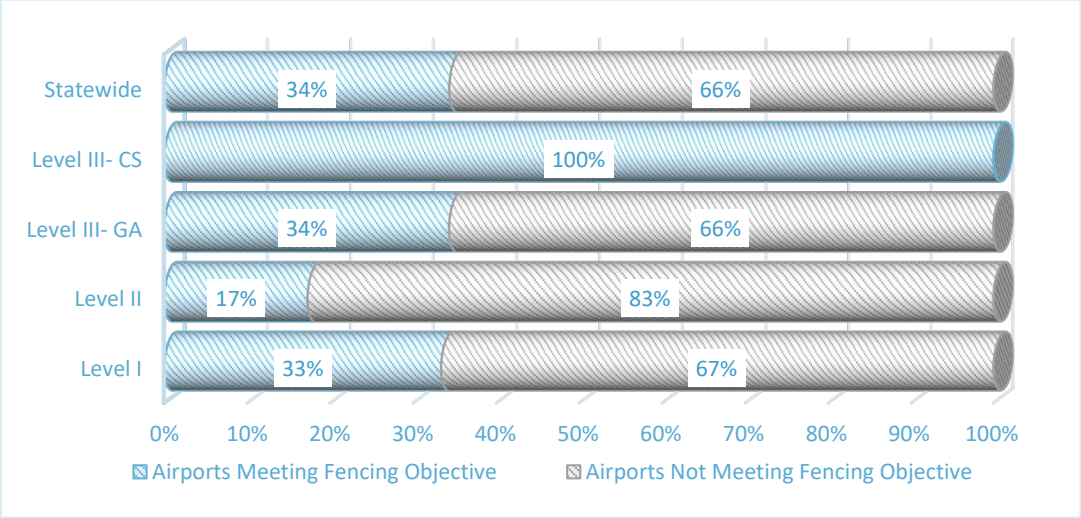
Level III - General Aviation	Level II
– Baldwin County Airport – Lee Gilmer Memorial Airport – Waycross-Ware County Airport	– Homerville Airport – Jackson County Airport – Perry-Houston County Airport – Plantation Airpark

6.1.10 Fencing

Perimeter fencing serves dual roles: it increases safety around the airport by deterring wildlife from gaining access to the airfield and causing possible runway incidents; it also provides security to the airfield by deterring the public and unauthorized individuals from the airfield. The system objective for fencing is for all Level III and Level II airports to have full perimeter fencing, and the minimum objective for Level I airports is to have their operations area fenced. However, GDOT would like all system airports to be completely fenced. If the system plan review determined that it was more cost effective for a Level I airport to install full perimeter fencing than to fence only the operations area, the system plan's recommended action was to complete perimeter fencing.

Table 6-39 (page **6-84**) presents information regarding the fencing objectives for airports in Georgia. As shown in **Figure 6-14**, 34 percent of all airports meet their applicable fencing objective.

FIGURE 6-14: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET FENCING OBJECTIVES



Source: GDOT, Georgia Airports

The airports in **Table 6-18** need to complete fencing projects to meet their respective fencing objective.

TABLE 6-18: AIRPORTS NOT MEETING FENCING OBJECTIVE (OCTOBER 2017)

Level III - General Aviation	Level II	Level I
– Jimmy Carter Regional Airport – Atlanta Regional Airport-Falcon Field (Peachtree City) – Fulton County Airport-Brown Field – Newnan-Coweta County Airport	– Cook County Airport – Bacon County Airport – Butler Municipal Airport – Camilla-Mitchell County Airport – Cherokee County Airport	– Turner County Airport – Marion County Airport – Cairo-Grady County Airport – Franklin County Airport

TABLE 6-18: AIRPORTS NOT MEETING FENCING OBJECTIVE (OCTOBER 2017)

Level III - General Aviation	Level II	Level I
– Paulding-Northwest Atlanta Airport – Decatur County Industrial Air Park – Blairsville Airport – Early County Airport – Tom B. David Field Airport – West Georgia Regional Airport-O.V. Gray Field – Cartersville Airport – Habersham County Airport – Douglas Municipal Airport – Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport – Jesup-Wayne County Airport – Richard B. Russell Regional Airport - J.H. Towers Field – Statesboro-Bulloch County Airport – Thomaston-Upson County Airport – Thomasville Regional Airport – Thomson-McDuffie Regional Airport – Henry Tift Myers Airport – Vidalia Regional Airport – Waycross-Ware County Airport	– Claxton-Evans County Airport – Crisp County-Cordele Airport – Dawson Municipal Airport – Donalsonville Municipal Airport – Fitzgerald Municipal Airport – Griffin-Spalding County Airport – Henry County Airport – Homerville Airport – Pickens County Airport – Jackson County Airport – Barwick LaFayette Airport – Macon Downtown Airport – Moultrie Municipal Airport – Perry-Houston County Airport – Harris County Airport – Kaolin Field Airport – Plantation Airpark – Toccoa Airport-RG LeTourneau Field – Washington-Wilkes County Airport	– Polk County Airport-Cornelius Moore Field – Cochran Airport – Lumpkin County-Wimpy's Airport – Gilmer County Airport – Davis Field Airport – Hawkinsville-Pulaski County Airport – Telfair-Wheeler Airport – Millen Airport – Dr. C.P. Savage, Sr. Airport – Berrien County Airport – Quitman Brooks County Airport – Treutlen County Airport – Sylvester Airport – Roosevelt Memorial Airport – Burke County Airport – Wrens Memorial Airport

6.1.11 Ground Communication

Airports that have installed ground communications outlets (GCOs) or have remote communications outlets (RCOs) enable pilots on the ground at an uncontrolled airport to communicate with the instrument flight rule (IFR) Air Traffic Control facility and/or the Flight Service Station. The 2002 GSASP objective was for Level III and Level II airports to provide a GCO or RCO. Over the last 15 years, changes in technology, including increased cell phone coverage, have made this objective less relevant. Pilots now use cell phones and tablets more frequently to get important information needed for their flights.

The carriers with the best cell phone coverage in Georgia are AT&T, Verizon, and T-Mobile. AT&T provides coverage to 99.7 percent of the state (in square meters), Verizon covers 96.1 percent of the state, and T-Mobile covers 83.7 percent of the state. All Georgia system airports are covered by at least one of these providers.

GCOs and RCOs still provide an important communication link at many Georgia airports, especially during emergencies. It is recommended that existing ground communication systems be maintained and new GCOs and RCOs be provided on an as-needed basis. Further evaluation of system performance for this measure was not completed because the current cell phone coverage provided by the major carriers appears to be adequate to allow Georgia airport users to communicate with the appropriate channels prior to takeoff.

6.2 Other Facilities

General aviation landside facilities are important for servicing both aircraft and airport customers. Facility objectives included in the GSASP include:

- Aircraft Hangar Storage
- Terminal/Administration Building
- Tie-downs
- Auto Parking

6.2.1 Hangar Aircraft Storage

Future

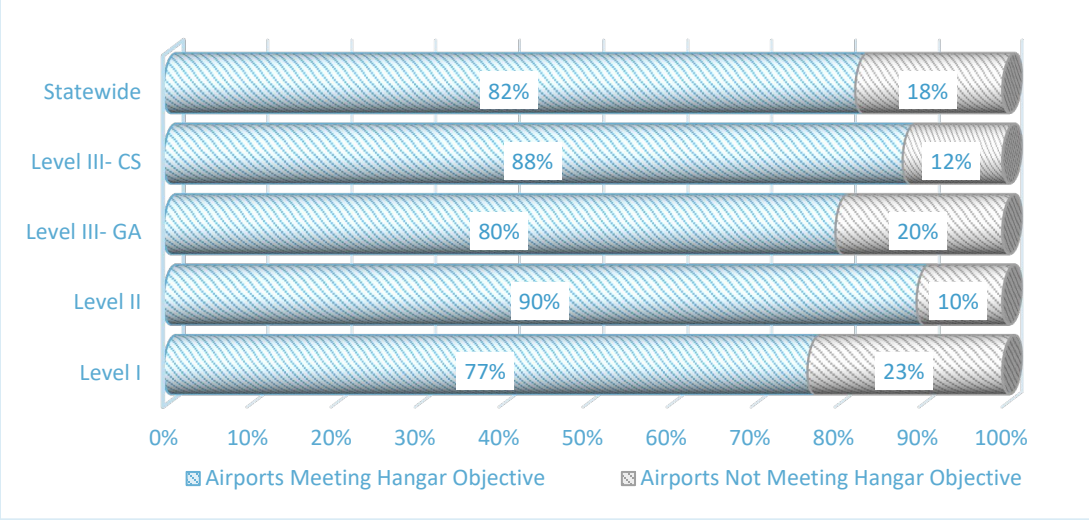
Demand for hangar space is directly related to the local climate and the type of based aircraft at each airport. Areas with severe weather conditions or with coastal climates may have a higher demand for hangar storage facilities. In addition, larger investments for jet and turboprop aircraft also increase the demand for hangar storage.

As part of the inventory collection process, an effort was made to collect detailed hangar storage data to evaluate each airport for its ability to provide aircraft storage that is sufficient to support the airport's hangar storage objective. Each airport was asked to provide information related to the number of hangar spaces owned by the airport, as well as privately owned hangar storage spaces. Hangar storage system objectives are as follows:

- Level III airports: provide storage for 70 percent of their based aircraft
- Level II and Level I: provide hangar storage for 60 percent of based aircraft

An analysis of the number of hangar parking spaces and each airport's objective for hangar spaces in 2035 is presented in **Table 6-40** (page **6-89**)**.** As demand increases by year, the number of hangar storage spaces needed to keep pace with each airport's storage objective changes. **Figure 6-15** shows that 82 percent of system airports will meet their hangar storage objective at the end of the 20-year planning period; this conclusion considers each airport's current number of hangar spaces (as reported during the inventory effort) and each airport's forecast of based aircraft in 2035.

FIGURE 6-15: PERCENTAGE OF AIRPORTS BY LEVEL THAT WILL MEET HANGAR AIRCRAFT 2035 STORAGE OBJECTIVE



Source: GDOT, Georgia Airports

The airports listed in **Table 6-19** will have deficiency in hangar storage spaces by 2035; therefore, they do not meet their hangar storage objective.

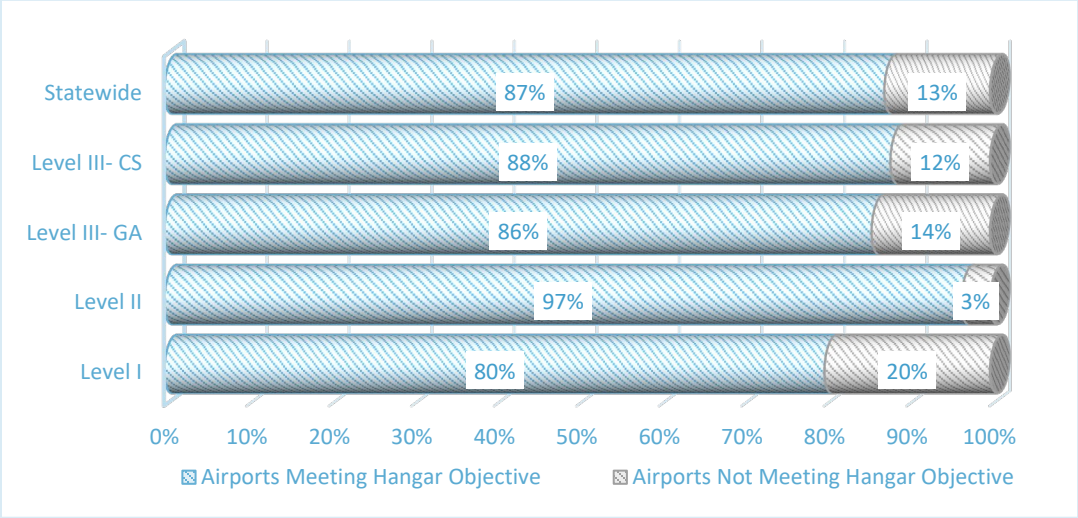
TABLE 6-19: AIRPORTS THAT WILL NOT MEET 2035 HANGAR STORAGE OBJECTIVE

Level III - Commercial Service	Level III - General Aviation	Level II	Level I
– Middle Georgia Regional Airport	– Cobb County International Airport-McCollum Field – DeKalb-Peachtree Airport – Habersham County Airport – Lee Gilmer Memorial Airport – Baldwin County Airport – Vidalia Regional Airport – Barrow County Airport	– Cherokee County Airport – Pickens County Airport – Macon Downtown Airport	– Daniel Field Airport – Cochran Airport – Gilmer County Airport – Madison Municipal Airport – Spence Airport – Quitman Brooks County Airport – Burke County Airport

Current

The current adequacy of hangar parking spaces relative to each airport's objective for hangar spaces based on existing demand is presented in **Table 6-40** (page **6-89**). **Figure 6-16** shows that 87 percent of system airports currently meet their hangar storage objective. This conclusion considers each airport's existing number of hangar spaces and current based aircraft (as reported during the inventory effort).

FIGURE 6-16: PERCENTAGE OF AIRPORTS BY LEVEL THAT CURRENTLY MEET HANGAR AIRCRAFT STORAGE OBJECTIVE



Source: GDOT, Georgia Airports

The airports listed in **Table 6-20** do not currently meet their hangar storage objective.

TABLE 6-20: AIRPORTS THAT DO NOT MEET CURRENT HANGAR STORAGE OBJECTIVE

Level III - Commercial Service	Level III - General Aviation	Level II	Level I
– Middle Georgia Regional Airport	– Cobb County International Airport-McCollum Field – DeKalb-Peachtree Airport – Habersham County Airport – Baldwin County Airport – Barrow County Airport	– Cherokee County Airport	– Daniel Field Airport – Cochran Airport – Spence Airport – Quitman Brooks County Airport – Sylvester Airport – Burke County Airport

6.2.2 Tie-downs for General Aviation Aircraft

Future

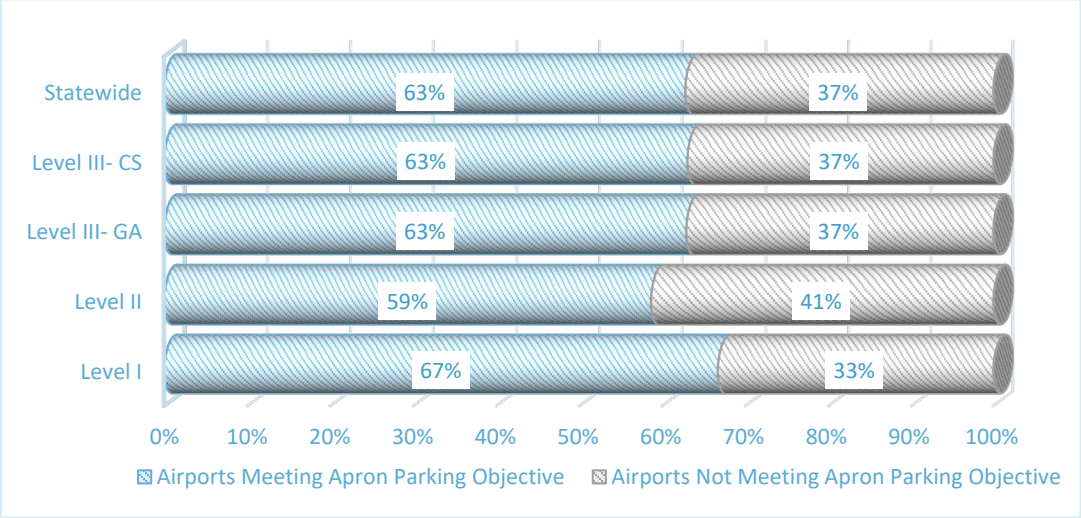
Aprons or aircraft ramps are typically adjacent to terminal buildings, maintenance hangars, air cargo facilities, and aircraft hangars that provide space for parking aircraft, loading and unloading aircraft, fueling, and servicing aircraft. Apron areas vary in size and location based on a variety of factors, including: level and nature of demand, type and size of aircraft intended to use the parking area, visiting aircraft activity, FAA design standards, and aircraft maneuvering needs.

Paved tie-down/apron area needs were calculated for each airport considering both based aircraft and general aviation transient aircraft. The following objectives, by level, were established for aircraft tie-down/apron requirements:

- Level III (commercial and general aviation): 30 percent of based aircraft fleet plus an additional 75 percent for transient aircraft.
- Level II: 40 percent of based aircraft fleet plus an additional 50 percent for transient aircraft.
- Level I: 40 percent of based aircraft fleet plus an additional 25 percent for transient aircraft.

The tie-down objective through the 2035 planning period for each airport is presented in **Table 6-41** (page **6-94**). As shown in **Figure 6-17**, 63 percent of system airports will meet their aircraft tie-down/apron objective, considering their current apron/tie-down area and their projected aviation activity in 2035.

FIGURE 6-17: PERCENTAGE OF AIRPORTS BY LEVEL THAT WILL MEET 2035 GENERAL AVIATION TIE-DOWN/APRON OBJECTIVE



Source: GDOT, Georgia Airports

The airports listed in **Table 6-21** will not meet their objective for tie-downs/aprons for general aviation aircraft in 2035.

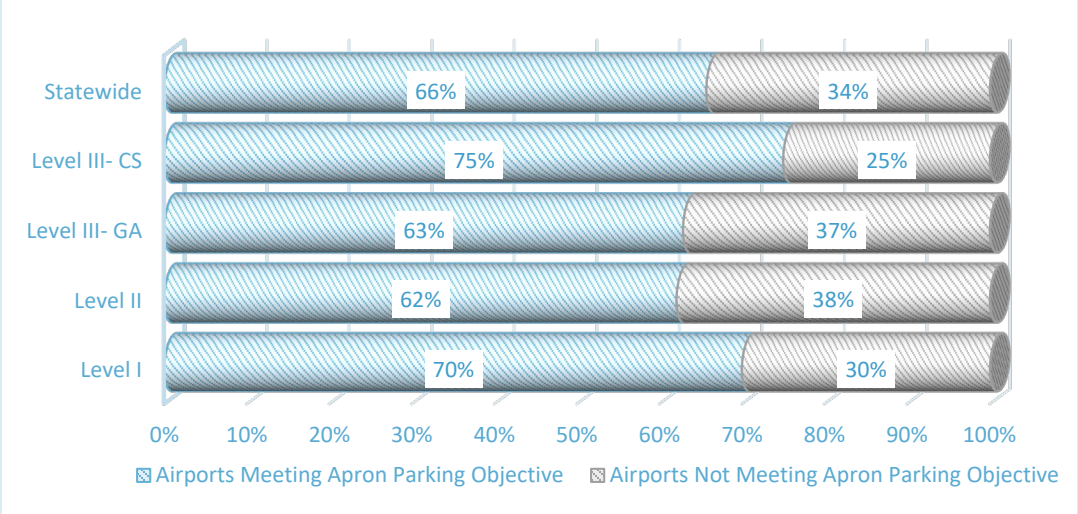
TABLE 6-21: AIRPORTS THAT WILL NOT MEET APRON TIE-DOWN 2035 OBJECTIVE

Level III - Commercial Service	Level III - General Aviation	Level II	Level I
– Southwest Georgia Regional Airport – Columbus Airport – Middle Georgia Regional Airport	– Covington Municipal Airport – DeKalb-Peachtree Airport – Tom B. David Field Airport – West Georgia Regional Airport-O.V. Gray Field – Cartersville Airport – Habersham County Airport – Heart Of Georgia Regional Airport – Lee Gilmer Memorial Airport – Statesboro-Bulloch County Airport – Thomasville Regional Airport – Thomson-McDuffie Regional Airport – Vidalia Regional Airport – Barrow County Airport	– Camilla-Mitchell County Airport – Cherokee County Airport – Dawson Municipal Airport – Donalsonville Municipal Airport – Griffin-Spalding County Airport – Pickens County Airport – Barwick LaFayette Airport – Macon Downtown Airport – Moultrie Municipal Airport – Perry-Houston County Airport – Plantation Airpark – Washington-Wilkes County Airport	– Cairo-Grady County Airport – Franklin County Airport – Elbert County Airport-Patz Field – Hazlehurst Airport – Telfair-Wheeler Airport – Dr. C.P. Savage, Sr. Airport – Quitman Brooks County Airport – Swinton Smith Field at Reidsville Municipal Airport – Wrens Memorial Airport

Current

The current adequacy of tie-downs based on existing demand for each airport is presented in **Table 6-41** (page **6-94**). As shown in **Figure 6-18**, 66 percent of system airports currently meet their aircraft tie-down/apron objective. This conclusion considers each airport's existing apron/tie-down area and current based aircraft (as reported during the inventory effort).

FIGURE 6-18: PERCENTAGE OF AIRPORTS BY LEVEL THAT CURRENTLY MEET GENERAL AVIATION TIE-DOWN/APRON OBJECTIVE



Source: GDOT, Georgia Airports

The airports listed in **Table 6-22** do not currently meet their objective for tie-downs/aprons for general aviation aircraft.

TABLE 6-22: AIRPORTS THAT DO NOT CURRENTLY MEET APRON TIE-DOWN OBJECTIVE

Level III - Commercial Service	Level III - General Aviation	Level II	Level I
– Southwest Georgia Regional Airport – Columbus Airport	– Covington Municipal Airport – DeKalb-Peachtree Airport – Tom B. David Field Airport – West Georgia Regional Airport-O.V. Gray Field – Cartersville Airport – Habersham County Airport – Heart of Georgia Regional Airport – Lee Gilmer Memorial Airport – Statesboro-Bulloch County Airport – Thomasville Regional Airport – Thomson-McDuffie Regional Airport – Vidalia Regional Airport – Barrow County Airport	– Camilla-Mitchell County Airport – Cherokee County Airport – Dawson Municipal Airport – Donalsonville Municipal Airport – Griffin-Spalding County Airport – Pickens County Airport – Barwick LaFayette Airport – Moultrie Municipal Airport – Perry-Houston County Airport – Plantation Airpark – Washington-Wilkes County Airport	– Cairo-Grady County Airport – Franklin County Airport – Elbert County Airport-Patz Field – Hazlehurst Airport – Telfair-Wheeler Airport – Dr. C.P. Savage, Sr. Airport – Quitman Brooks County Airport – Swinton Smith Field at Reidsville Municipal Airport – Wrens Memorial Airport

6.2.3 Terminal/Administration Building

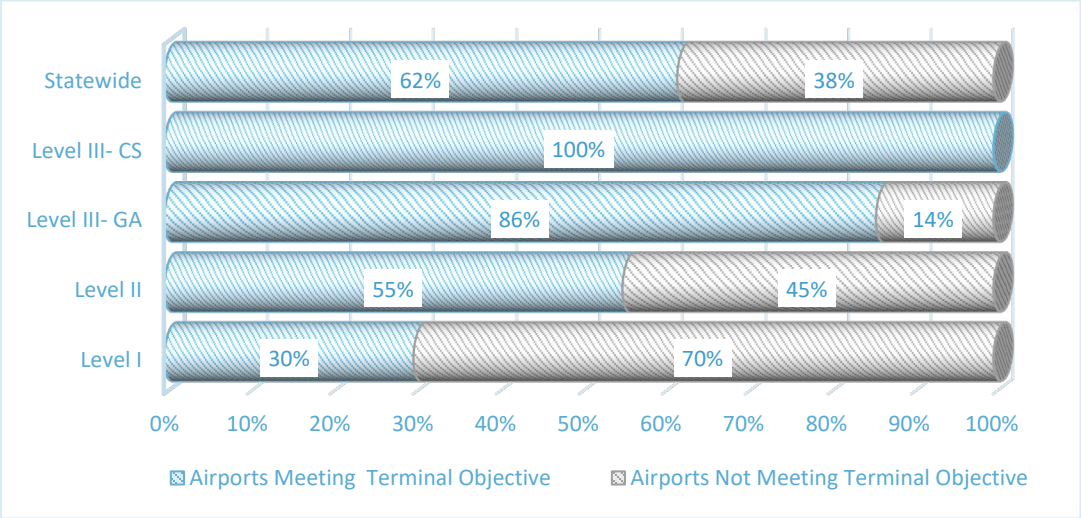
Terminal buildings provide essential services for passengers and pilots, as well as a facility for the transfer of passengers and flight crews to and from aircraft. Terminal facilities can range in size based upon several factors, the most important being the type of users and the volume of demand. Buildings can range from a small pilot room for flight planning and resting to a large multi-room building that provides services for multiple uses. A terminal building provides the first impression of a community to visitors, so it is important for a terminal building to be welcoming and provide a positive gateway image. Specific areas or uses in a terminal building can include: waiting areas, restrooms, pilots lounge, flight planning area, conference rooms or public meeting rooms, vending, and airport manager offices. The system objectives for general aviation terminal buildings by level are as follows:

- Level III: Minimum of 2,500 square feet of public space including restrooms, conference area, and pilots lounge.
- Level II: Minimum of 1,500 square feet of public space including restrooms, conference area, and pilots lounge.
- Level I: Minimum of 750 square feet of enclosed space for public use including restrooms.

Objectives were not established for commercial passenger terminals.

An analysis of the terminal building objective for each airport is presented in **Table 6-42** (page **6-99**). As shown in **Figure 6-19**, 62 percent of system airports meet their applicable objective for terminal building space. It is important to note that if an airport does not meet all the requirements for its objective, the airport is considered to not meet the system objective. For example, if a Level III airport reported a 2,500-square-foot building, but the building lacked a restroom, a conference area, and/or a pilots lounge, then the airport was recorded as not meeting its terminal building objective.

FIGURE 6-19: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET TERMINAL OBJECTIVE



Source: GDOT, Georgia Airports

Table 6-23 lists airports that do not meet their objective for a general aviation terminal/administration building.

TABLE 6-23: AIRPORTS NOT MEETING TERMINAL OBJECTIVE (OCTOBER 2017)

Level III - General Aviation	Level II	Level I
– Early County Airport – West Georgia Regional Airport-O.V. Gray Field – Cartersville Airport – Habersham County Airport – Louisville Municipal Airport	– Bacon County Airport – Butler Municipal Airport – Camilla-Mitchell County Airport – Claxton-Evans County Airport – Crisp County-Cordele Airport – Dawson Municipal Airport – Donalsonville Municipal Airport – Henry County Airport – Homerville Airport – Pickens County Airport – Monroe-Walton County Airport – Harris County Airport – Washington-Wilkes County Airport	– Marion County Airport – Polk County Airport-Cornelius Moore Field – Cochran Airport – Lower Chattahoochee Regional Airport – Lumpkin County-Wimpy's Airport – Elbert County Airport-Patz Field – Davis Field Airport – Hawkinsville-Pulaski County Airport – Madison Municipal Airport – Metter Municipal Airport – Millen Airport – Dr. C.P. Savage, Sr. Airport – Spence Airport – Brantley County Airport – Berrien County Airport – Quitman Brooks County Airport – Treutlen County Airport – Sylvester Airport – Roosevelt Memorial Airport – Burke County Airport – Wrens Memorial Airport

6.2.4 General Aviation Auto Parking

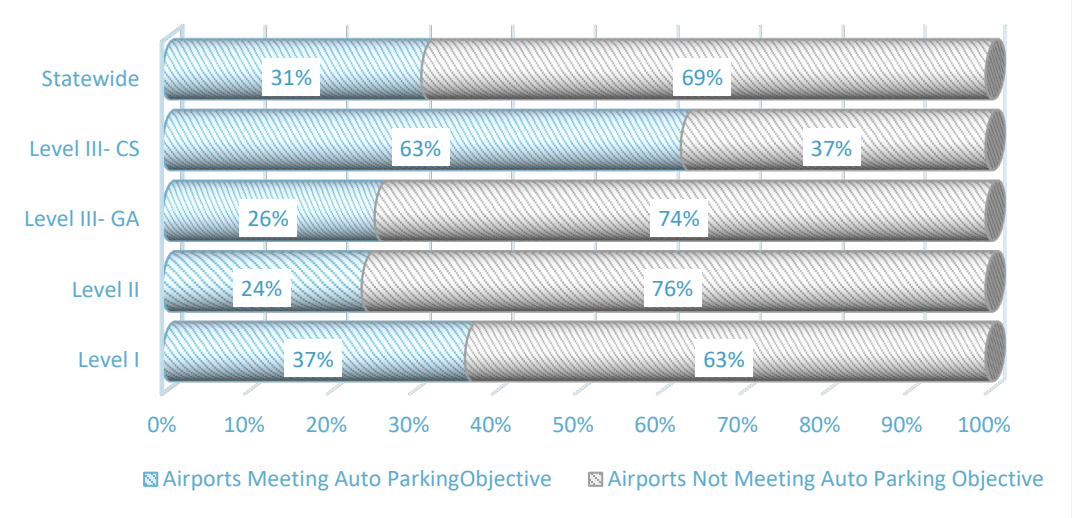
Future

It is important to provide adequate auto parking for general aviation employees, airport users, and visitors. The number of auto parking spaces at an airport varies based on demand and airport services. The GSASP developed the following general aviation auto parking objectives for Georgia airports in each level:

- Level III: one paved parking space for each based aircraft plus an additional 50 percent for visitors/employees.
- Level II: one paved parking space for each based aircraft plus an additional 50 percent for visitors/employees.
- Level I: one paved parking space for each based aircraft plus an additional 25 percent for visitors/employees.

An analysis of general aviation auto parking needs through 2035 (the planning period) for each airport is presented in **Table 6-43** (page **6-104**). As shown in **Figure 6-20**, 31 percent of the system airports will meet the minimum auto parking objectives for their respective level by the end of the planning period. This conclusion is based on projected aviation demand for 2035 and each airport's reported number of existing paved auto parking spaces. One reason the performance for this objective is low is because only marked and paved auto parking spaces were counted towards meeting the objective. Often aircraft owners and others may park their cars in undesignated and unpaved spaces.

FIGURE 6-20: PERCENTAGE OF AIRPORTS BY LEVEL THAT WILL MEET 2035 GENERAL AVIATION AUTO PARKING OBJECTIVE



Source: GDOT, Georgia Airports

The airports listed in **Table 6-24** will not meet their objective for general aviation auto parking in 2035. Parking objectives were not established for commercial activities at the commercial airports.

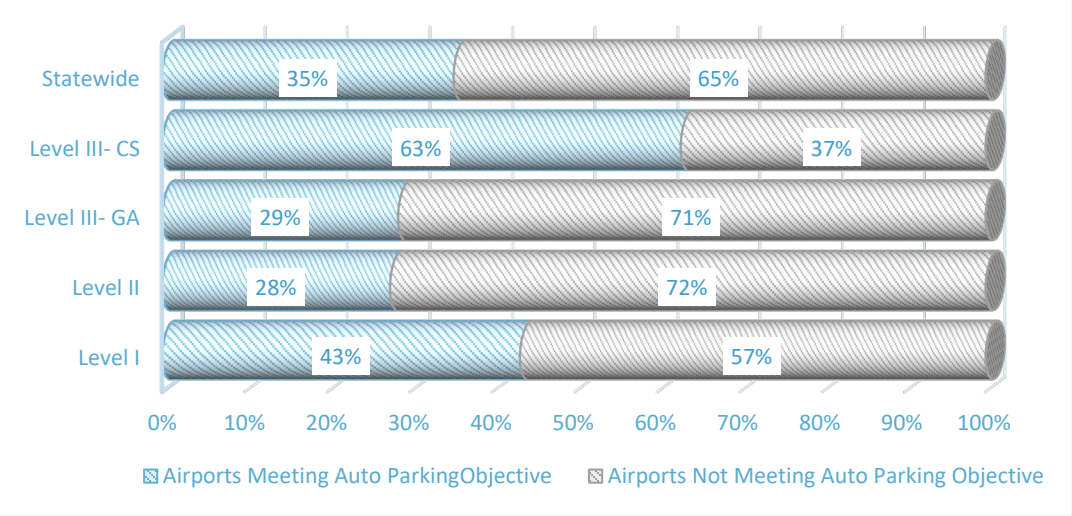
TABLE 6-24: AIRPORTS THAT WILL NOT MEET 2035 GENERAL AVIATION AUTO PARKING OBJECTIVE

Level III - Commercial Service	Level III - General Aviation	Level II	Level I
– Brunswick-Golden Isles Airport – Columbus Airport – Middle Georgia Regional Airport	– Atlanta Regional Airport-Falcon Field (Peachtree City) – Cobb County International Airport-McCollum Field – Covington Municipal Airport – Newnan-Coweta County Airport – Decatur County Industrial Air Park – Blairsville Airport – Early County Airport – Tom B. David Field Airport – West Georgia Regional Airport-O.V. Gray Field – Cartersville Airport – Habersham County Airport – Douglas Municipal Airport – Heart Of Georgia Regional Airport – Lee Gilmer Memorial Airport – Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport – Jesup-Wayne County Airport – LaGrange-Callaway Airport – Louisville Municipal Airport – Baldwin County Airport – Statesboro-Bulloch County Airport – Thomaston-Upson County Airport – Thomasville Regional Airport – Henry Tift Myers Airport – Vidalia Regional Airport – Waycross-Ware County Airport – Barrow County Airport	– Cook County Airport – Bacon County Airport – Baxley Municipal Airport – McKinnon-St. Simons Island Airport – Camilla-Mitchell County Airport – Cherokee County Airport – Claxton-Evans County Airport – Crisp County-Cordele Airport – Dawson Municipal Airport – Donalsonville Municipal Airport – Fitzgerald Municipal Airport – Henry County Airport – Pickens County Airport – Jackson County Airport – Barwick LaFayette Airport – Monroe-Walton County Airport – Moultrie Municipal Airport – Perry-Houston County Airport – East Georgia Regional Airport – Plantation Airpark – Toccoa Airport-RG LeTourneau Field – Washington-Wilkes County Airport	– Daniel Field Airport – Cairo-Grady County Airport – Franklin County Airport – Lumpkin County-Wimpy's Airport – Elbert County Airport-Patz Field – Gilmer County Airport – Davis Field Airport – Hazlehurst Airport – Madison Municipal Airport – Metter Municipal Airport – Millen Airport – Dr. C.P. Savage, Sr. Airport – Spence Airport – Berrien County Airport – Quitman Brooks County Airport – Swinton Smith Field at Reidsville Municipal Airport – Roosevelt Memorial Airport – Burke County Airport – Wrens Memorial Airport

Current

The current adequacy of existing general aviation auto parking needs for each airport is presented in **Table 6-43** (page **6-104**). As shown in **Figure 6-21**, 35 percent of the system airports currently meet the minimum auto parking objectives for their respective level. This conclusion is based on current demand and each airport's reported number of existing paved auto parking spaces (as reported during the inventory effort).

FIGURE 6-21: PERCENTAGE OF AIRPORTS BY LEVEL THAT CURRENTLY MEET GENERAL AVIATION AUTO PARKING OBJECTIVE



Source: GDOT, Georgia Airports

The airports listed in **Table 6-24** do not currently meet their objective for general aviation auto parking. Parking objectives were not established for commercial activities at the commercial airports.

TABLE 6-25: AIRPORTS THAT CURRENTLY DO NOT MEET GENERAL AVIATION AUTO PARKING OBJECTIVE

Level III - Commercial Service	Level III - General Aviation	Level II	Level I
– Brunswick-Golden Isles Airport – Columbus Airport – Middle Georgia Regional Airport	– Atlanta Regional Airport-Falcon Field (Peachtree City) – Cobb County International Airport-McCollum Field – Covington Municipal Airport – Newnan-Coweta County Airport – Decatur County Industrial Air Park – Blairsville Airport – Early County Airport – Tom B. David Field Airport – West Georgia Regional Airport-O.V. Gray Field – Cartersville Airport – Habersham County Airport – Douglas Municipal Airport – Heart Of Georgia Regional Airport – Lee Gilmer Memorial Airport – Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport – LaGrange-Callaway Airport – Louisville Municipal Airport – Baldwin County Airport – Statesboro-Bulloch County Airport – Thomaston-Upson County Airport – Thomasville Regional Airport – Henry Tift Myers Airport – Vidalia Regional Airport	– Cook County Airport – Bacon County Airport – Baxley Municipal Airport – McKinnon-St. Simons Island Airport – Camilla-Mitchell County Airport – Cherokee County Airport – Claxton-Evans County Airport – Crisp County-Cordele Airport – Dawson Municipal Airport – Donalsonville Municipal Airport – Fitzgerald Municipal Airport – Henry County Airport – Pickens County Airport – Jackson County Airport – Barwick LaFayette Airport – Monroe-Walton County Airport – Moultrie Municipal Airport – Perry-Houston County Airport – Plantation Airpark – Toccoa Airport-RG LeTourneau Field – Washington-Wilkes County Airport	– Cairo-Grady County Airport – Franklin County Airport – Lumpkin County-Wimpy's Airport – Elbert County Airport-Patz Field – Davis Field Airport – Hazlehurst Airport – Madison Municipal Airport – Metter Municipal Airport – Millen Airport – Dr. C.P. Savage, Sr. Airport – Spence Airport – Berrien County Airport – Quitman Brooks County Airport – Swinton Smith Field at Reidsville Municipal Airport – Roosevelt Memorial Airport – Burke County Airport – Wrens Memorial Airport

TABLE 6-25: AIRPORTS THAT CURRENTLY DO NOT MEET GENERAL AVIATION AUTO PARKING OBJECTIVE

Level III - Commercial Service	Level III - General Aviation	Level II	Level I
	– Waycross-Ware County Airport – Barrow County Airport		

6.3 Services

The availability of services contributes to the attractiveness of an airport and its ability to effectively serve both based and transient users. Objectives for the following services were established as part of this system plan:

- Fuel
- Aircraft Maintenance
- Fixed Base Operators
- Rental Car

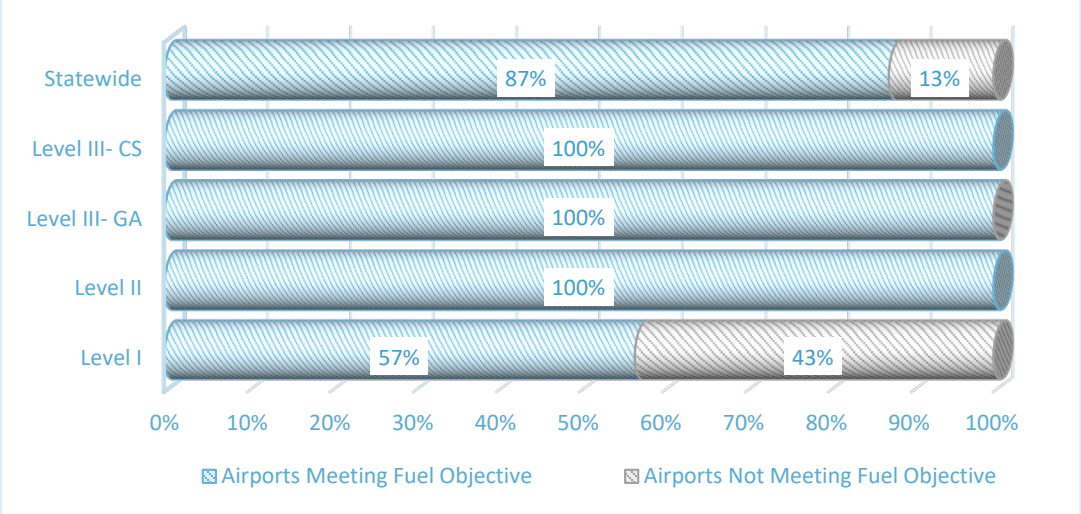
The ability of system airports to meet applicable objectives in this category is discussed in the following sections.

6.3.1 Fuel

Fuel and fueling services are important for airports in Georgia. Piston-engine aircraft use 100LL high-octane fuel (AvGas), while jet aircraft and turboprops use kerosene-based Jet-A fuel. **Table 6-44** (page **6-109**) summarizes the type of fuel available at each system airport. It is an objective for Level III and Level II airports to have Jet-A and/or AvGas. The objective for Level I airports is to provide AvGas.

As shown in **Figure 6-22**, 87 percent of the system airports currently meet the fuel objectives for their respective level. Additionally, 73 percent of system airports (74 airports in the state system) provide Jet-A and AvGas, 15 percent provide Av Gas only, and 13 percent do not provide any fuel.

FIGURE 6-22: PERCENTAGE OF AIRPORTS BY LEVEL THAT PROVIDE FUEL TYPE TO MEET OBJECTIVE



Source: GDOT, Georgia Airports

The airports in **Table 6-26** do not currently provide any fuel and do not meet their fuel objective.

TABLE 6-26: AIRPORTS NOT MEETING FUEL OBJECTIVES (OCTOBER 2017)

Level I	
– Turner County Airport – Marion County Airport – Lower Chattahoochee Regional Airport – Davis Field Airport – Hawkinsville-Pulaski County Airport – Jekyll Island Airport – Telfair-Wheeler Airport	– Dr. C.P. Savage, Sr. Airport – Spence Airport – Brantley County Airport – Berrien County Airport – Treutlen County Airport – Sylvester Airport

6.3.2 Fixed Base Operator Services

FBOs provide a variety of aviation services to both based and transient users. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. Services provided by FBOs in Georgia typically vary based on the volume of activity that the airport accommodates. Services offered by FBOs can include fuel, tie-down or hangar storage, flight instruction, maintenance, charter service, ground transportation, aircraft towing, pilots lounge, and/or conference facilities.

It is an objective for all system airports to have at least basic FBO services. Level I airports should have a limited-service FBO in place. A limited-service FBO is defined as an entity operated by either the airport sponsor or private/third business that provides fuel to the public on a regular basis.

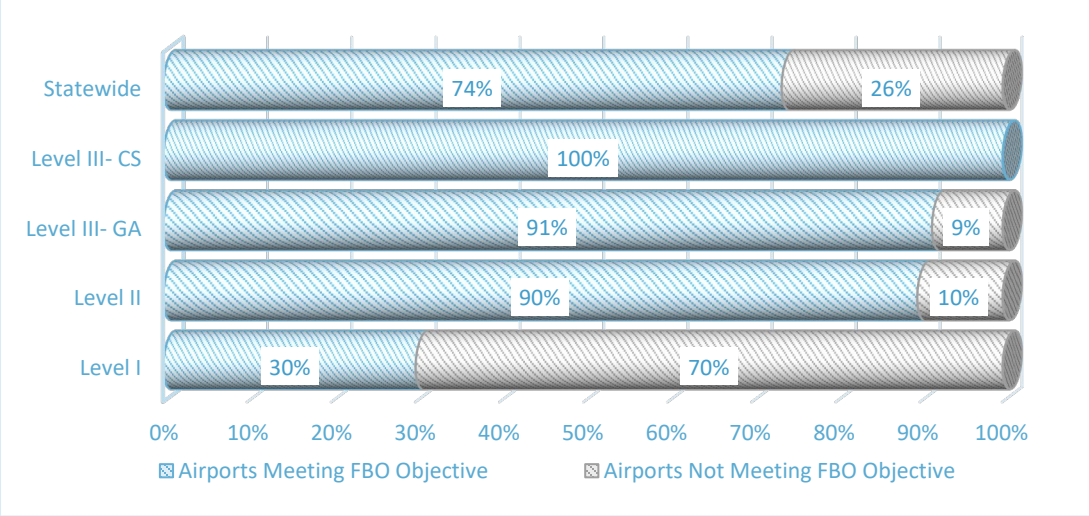
The objective established for Level III and Level II airports is to have a full-service FBO. A full-service FBO should meet the requirements of a limited-service FBO, and should also provide services from two of the four categories listed in **Table 6-27** (an objective identified in the 2002 GSASP).

TABLE 6-27: FULL-SERVICE FBO SERVICES

1. Location Based Services	2. Technical Services	3. Flight Operations	4. Aircraft Sales
– Covered Overnight Storage – Tie-down Rental – Hangar Rental – Courtesy/Loaner Car – Car Rental – Deicing Services	– Aircraft Repair – Avionics Repair – Avionic Sales	– Air Taxi – Charter Service – Part 135 Operations – Aircraft Rental – Part-time Flight Training – Full-time Flight Training	– Brokering – New/Used Aircraft Sales

Table 6-45 (page **6-114**) summarizes airports reporting some type of FBO service, as well as the FBO services available at each airport. **Figure 6-23** shows that 74 percent of system airports meet their FBO objective.

FIGURE 6-23: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET FBO OBJECTIVE



Source: GDOT, Georgia Airports

The airports in **Table 6-28** do not meet the FBO objective.

TABLE 6-28: AIRPORTS NOT MEETING FBO OBJECTIVE (OCTOBER 2017)

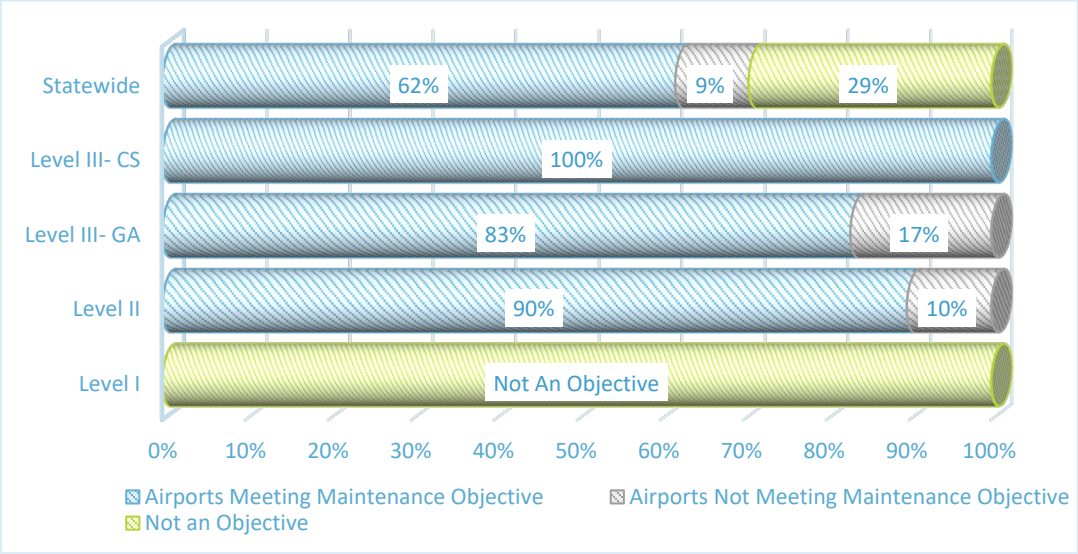
Level III - General Aviation	Level II	Level I	
– Covington Municipal Airport – Paulding-Northwest Atlanta Airport – Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	– Baxley Municipal Airport – Donalsonville Municipal Airport – Homerville Airport	– Turner County Airport – Marion County Airport – Franklin County Airport – Polk County Airport-Cornelius Moore Field – Lower Chattahoochee Regional Airport – Lumpkin County-Wimpy's Airport – Gilmer County Airport – Davis Field Airport – Hawkinsville-Pulaski County Airport – Telfair-Wheeler Airport	– Millen Airport – Dr. C.P. Savage, Sr. Airport – Spence Airport – Brantley County Airport – Berrien County Airport – Quitman Brooks County Airport – Treutlen County Airport – Sylvester Airport – Roosevelt Memorial Airport – Burke County Airport – Wrens Memorial Airport

6.3.3 Aircraft Maintenance

Whether it be a minor repair or a major overhaul of aircraft engines, maintenance and repair services at airports are important. For this analysis, full-service maintenance is considered to be major airframe and overhaul, as well as minor avionics repair services. Limited service is any type of aircraft maintenance.

The GSASP objective is for Level III airports to have full-service aircraft maintenance on-site and for Level II airports to have limited maintenance service. Level I airports do not have an objective for aircraft maintenance. As presented in **Figure 6-24**,62 percent of system airports meet their aircraft maintenance objective, nine percent do not meet the objective, and aircraft maintenance is not an objective for 29 percent of the airports. Aircraft maintenance offered at each airport is presented in **Table 6-46** (page **6-119**).

FIGURE 6-24: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET AIRCRAFT MAINTENANCE OBJECTIVE



Source: GDOT, Georgia Airports

Table 6-29 lists airports that do not meet their respective aircraft maintenance objective.

TABLE 6-29: AIRPORTS NOT MEETING AIRCRAFT MAINTENANCE OBJECTIVE (OCTOBER 2017)

Level III - General Aviation	Level II
– Covington Municipal Airport – Blairsville Airport – Cartersville Airport – Habersham County Airport – Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport – Baldwin County Airport	– Donalsonville Municipal Airport – Greene County Regional Airport – Homerville Airport

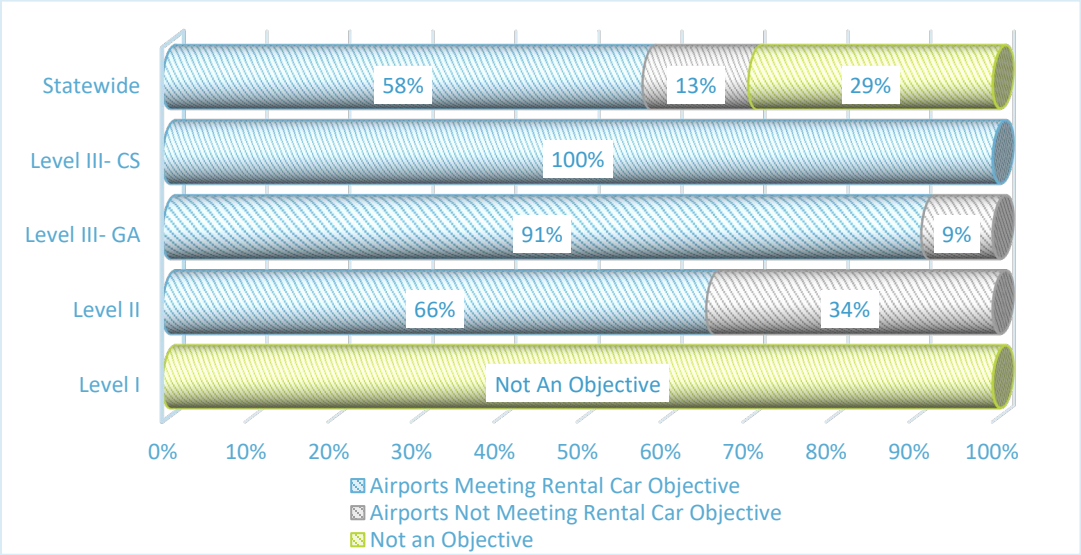
Although an aircraft maintenance objective was only established for Level III and Level II airports, several airports in Level I also have aircraft maintenance services. When these additional airports are considered, statewide, 71 of the 102 study airports have some type of at least basic aircraft maintenance services—70 percent of all system airports. The following Level I airports have some type of aircraft maintenance service:

- Daniel Field
- Cairo-Grady County Airport
- Cochran Airport
- Gilmer County Airport
- Hazlehurst Airport
- Madison Municipal Airport
- Metter Municipal Airport
- Spence Airport

6.3.4 Rental Car

Ground transportation services enables visitors to reach their final destination once they arrive at the airport. An objective was developed for Level III and Level II airports to have on-site rental cars or, at a minimum, rental car service that can be pre-arranged. Access to rental car services is not an objective for Level I airports. **Table 6-46** (page **6-119**) presents which airports have on-site rental car services or access to pre-arranged rental car services. As shown in **Figure 6-25**, 58 percent of airports meet their applicable rental car service objective, 13 percent do not meet the objective, and the objective is not applicable for the remaining 29 percent.

FIGURE 6-25: PERCENTAGE OF AIRPORTS BY LEVEL THAT MEET RENTAL CAR OBJECTIVE



Source: GDOT, Georgia Airports

The airports listed in **Table 6-30** do not meet their rental car objective.

TABLE 6-30: AIRPORTS NOT MEETING RENTAL CAR OBJECTIVE (OCTOBER 2017)

Level III - General Aviation	Level II
– Early County Airport – Douglas Municipal Airport – Vidalia Regional Airport	– Cook County Airport – Bacon County Airport – Butler Municipal Airport – Claxton-Evans County Airport – Dawson Municipal Airport – Donalsonville Municipal Airport – Homerville Airport – Macon Downtown Airport – Monroe-Walton County Airport – Toccoa Airport-RG LeTourneau Field

Although a ground transportation service objective was not established for Level I, eight airports in this level report they can provide access to pre-arranged rental cars. Statewide, 66 percent of all system airports (67 of 102) have either on-site or pre-arranged rental car service. The following Level I airports report having access to rental car services:

- Daniel Field
- Franklin County Airport
- Polk County Airport-Cornelius Moore Field
- Gilmer County Airport
- Hazlehurst Airport
- Jekyll Island Airport
- Millen Airport
- Swinton Smith Field at Reidsville Municipal Airport

6.4 Changes in Performance Since the 2002 GSASP

It is important to track Georgia's compliance to facility and service objectives at regular intervals to quantify how the system has changed/improved. **Figure 6-26** presents a statewide comparison (2002 to 2017) of system compliance by objective. **Figure 6-27**, **Figure 6-28**, and **Figure 6-29** compare the results of the performance analysis discussed in this chapter to the performance reported in the 2002 GSASP for Level III, Level II, and Level I airports. For comparison purposes, Level III - Commercial Service and Level III - General Aviation have been combined since the 2002 system plan did not report separately for the two categories of Level III airports.

This analysis helps show the areas where performance has improved or declined by airport level. As shown in the following charts, airport performance for nearly all the facilities and services objectives for airports in every level has increased. This can largely be attributed to the commitment of GDOT to improve the performance of the system since the 2002 GSASP was completed. The following statewide increases in system performance between 2002 and the current time frame have been identified:

- Statewide, performance related to runway length objectives for all airports has increased by 31 percent, improving from 53 percent to 84 percent.
- Statewide, 18 percent more of all study airports meet their runway width objectives; system-wide performance increased from 63 percent to 81 percent.
- For all airports, compliance with objectives for taxiway systems has increased by 28 percent, improving from 47 percent to 75 percent.
- Statewide, compliance with airfield lighting objectives has increased for each individual component. Compliance rose by six percent for runway lighting from 82 percent to 88 percent, 17 percent for taxiway lighting from 62 percent to 79 percent, and 34 percent for approach lighting systems from 42 percent to 77 percent.
- 36 percent more of the Level III and Level II airports have weather reporting; performance for airports in both levels increased from 60 percent to 96 percent.
- For the hangar storage objective, 31 percent more airports their meet objective in this category, increasing from 56 percent to 87 percent.
- 12 percent more airports meet their objective for terminal/administration building space; compliance for this objective increased from 50 percent to 62 percent.
- Seven percent more airports offer Jet A and/or AvGas, performance increasing from 80 percent to 87 percent.
- For Level III and Level II airports, 24 percent more of these airports provide some type of access to rental car services; this increased performance from 58 percent to 82 percent.

FIGURE 6-26: STATEWIDE COMPARISON OF FACILITY AND SERVICE OBJECTIVE PERFORMANCE
2002 GSASP VERSUS 2017 GSASP

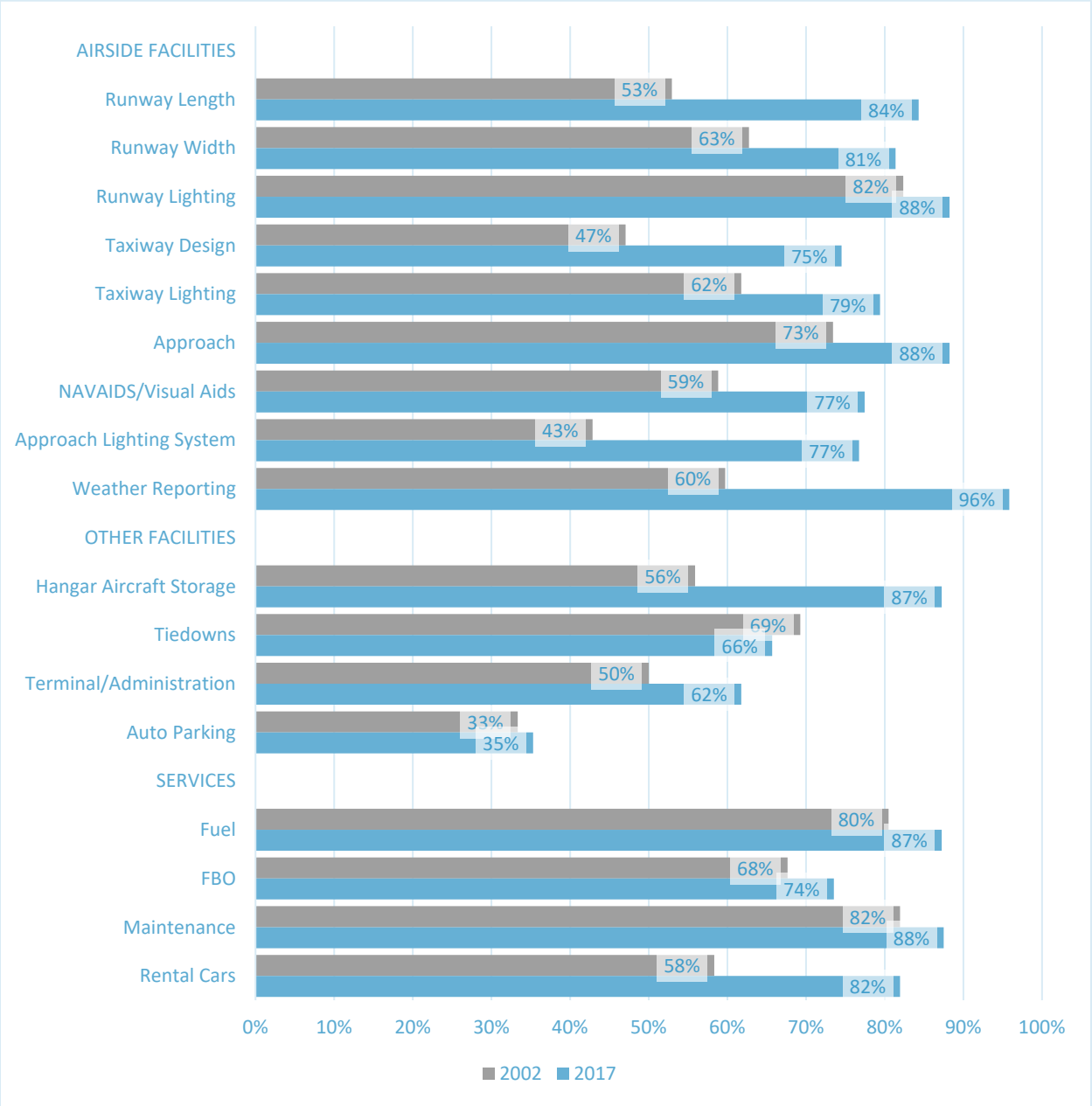
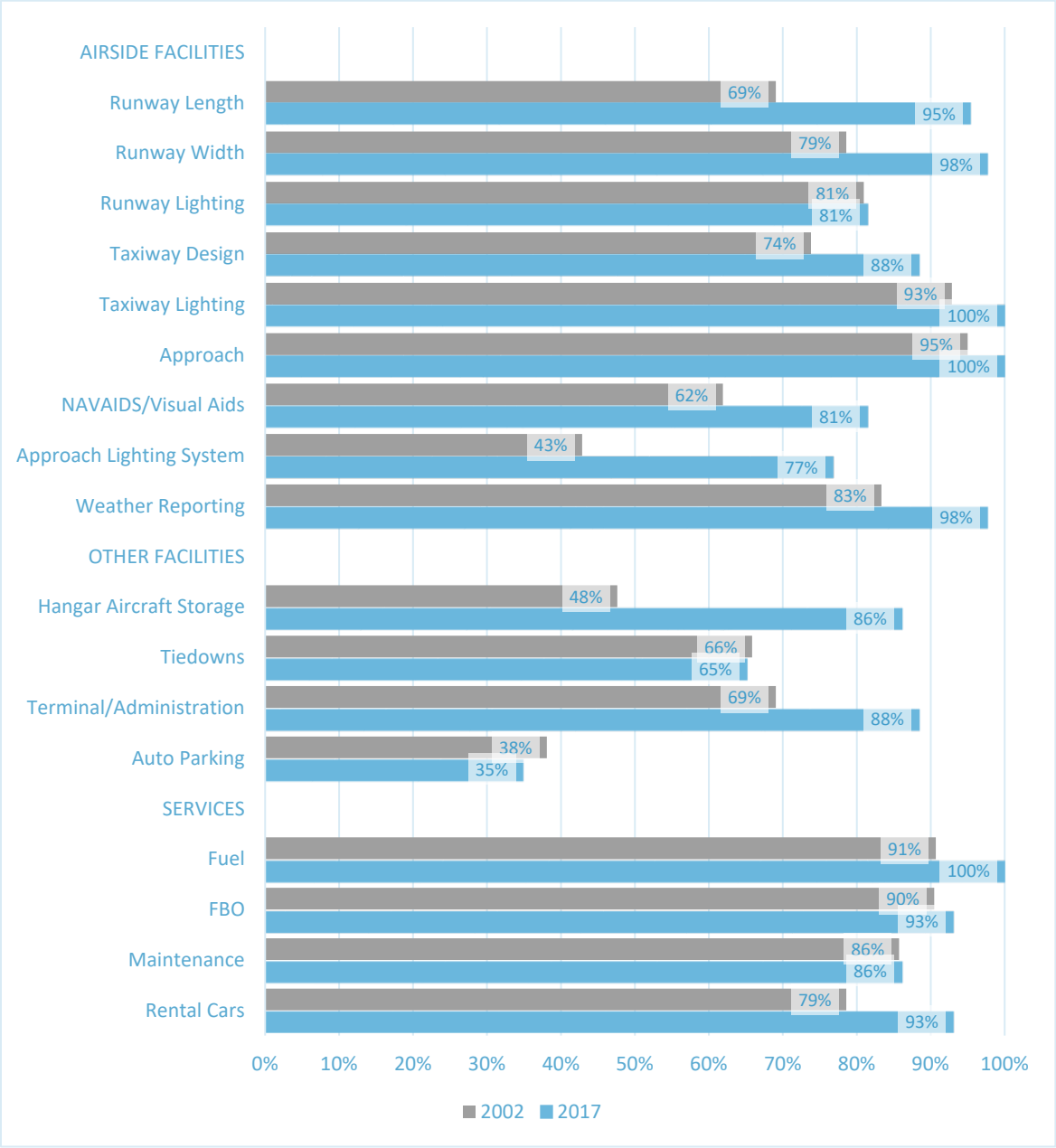
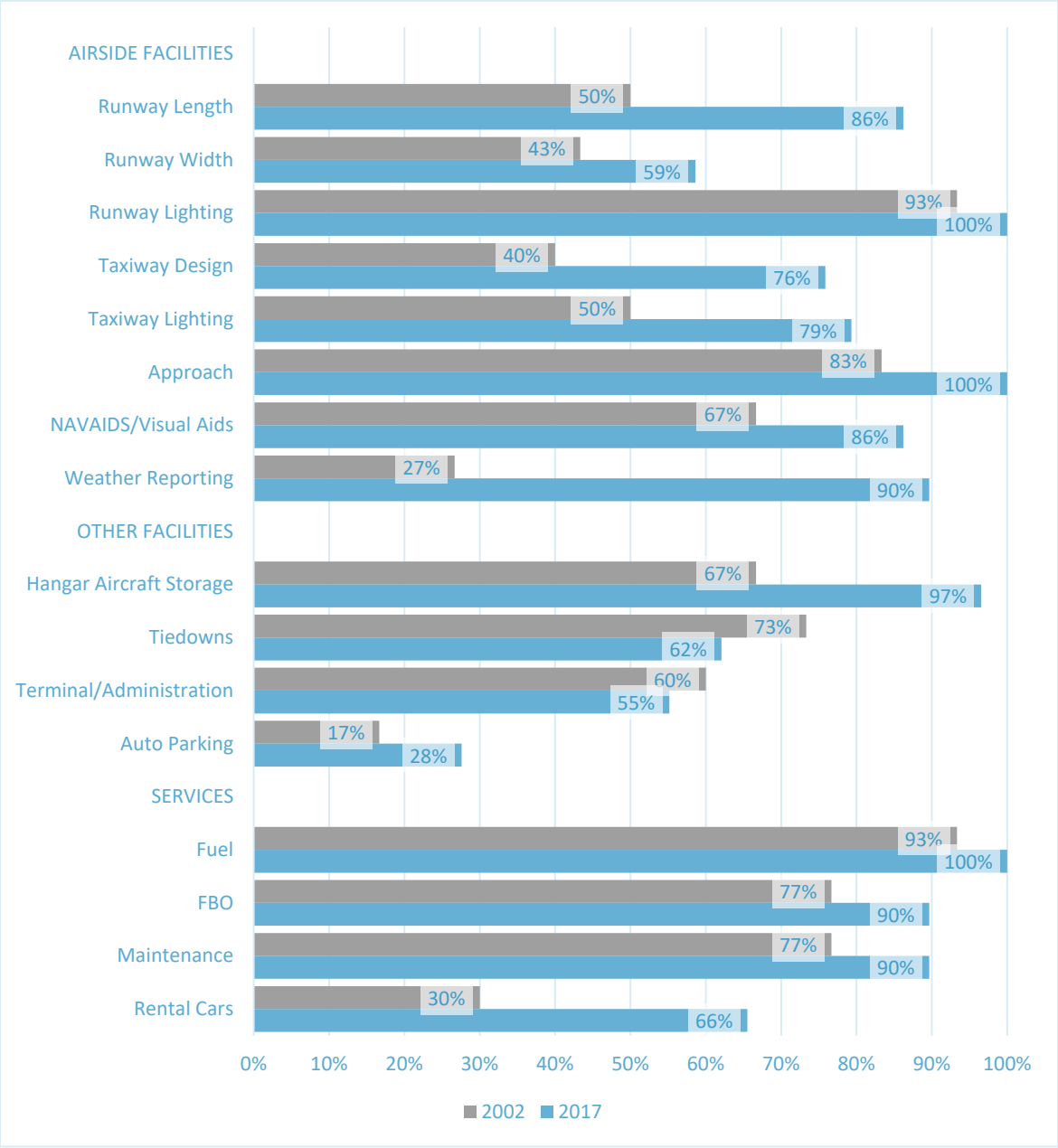


FIGURE 6-27: LEVEL III COMPARISON OF FACILITY AND SERVICE OBJECTIVE PERFORMANCE
2002 GSASP VERSUS 2017 GSASP



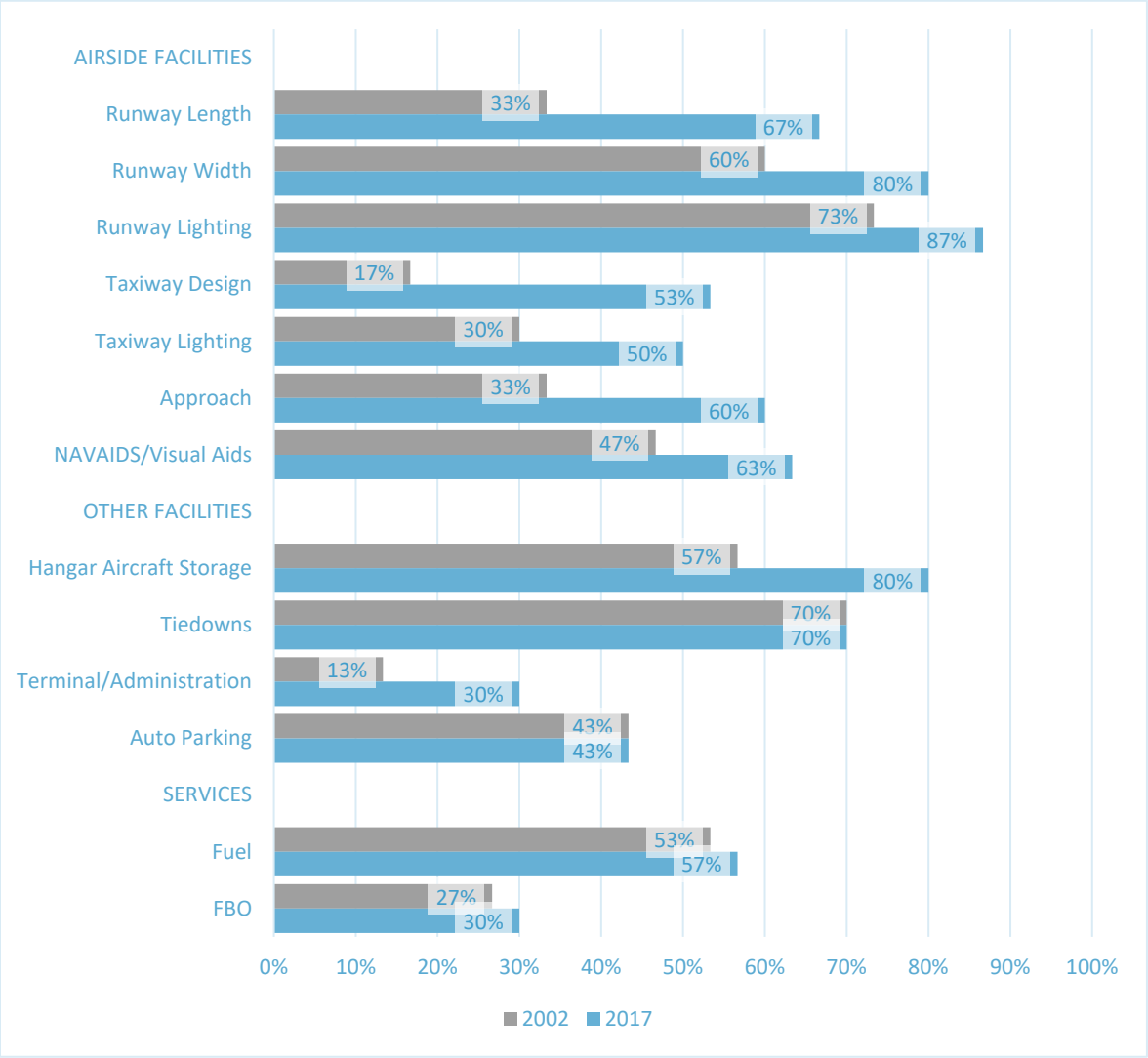
Note: Decreases in system performance between 2002 and 2017 are most likely a result of inaccurate reporting in 2002 rather than an actual decrease in system performance for any particular measure.

FIGURE 6-28: LEVEL II COMPARISON OF FACILITY AND SERVICE OBJECTIVE PERFORMANCE
2002 GSASP VERSUS 2017 GSASP



Note: Decreases in system performance between 2002 and 2017 are most likely a result of inaccurate reporting in 2002 rather than an actual decrease in system performance for any particular measure.

FIGURE 6-29: LEVEL I COMPARISON OF FACILITY AND SERVICE OBJECTIVE PERFORMANCE
2002 GSASP VERSUS 2017 GSASP



Note: Decreases in system performance between 2002 and 2017 are most likely a result of inaccurate reporting in 2002 rather than an actual decrease in system performance for any particular measure.

6.5 Summary

This chapter examines the current ability of Georgia's airports to meet the GSASP facility and service objectives. A summary of projects by airport that are needed to meet all established objectives are summarized in the airport report cards in **Appendix B.** It is possible that based on local need, Georgia airports may exceed their GSASP objectives. Similarly, it is also possible that based on specific airport constraints, some airports might not be able to meet all the objectives associated with their recommended level in the state airport system.

Many of the airport-specific projects identified in this analysis will still be confirmed/supported by bottom-up planning as part of an airport master plan. As airports in Georgia update their individual airport master plans, projects identified in this analysis should be incorporated into those plans. Some projects identified in the system plan, especially those that involve airfield improvement, will require justification and detailed environmental review prior to their implementation. Facility and service objectives are established to help airports in Georgia better plan to fulfill their designated role in the state airport system.

TABLE 6-31: RUNWAY OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Primary RW	Runway Length		Runway Width		Improvement Needed to Meet Objectives
				Length (in feet)	Meets Objective	Width (in feet)	Meets Objective	
Level III - Commercial Service: 5,500 feet x 100 feet								
Albany	Southwest Georgia Regional Airport	ABY	4/22	6,601	Yes	148	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	17/35	8,001	Yes	150	Yes	-
Athens	Athens-Ben Epps Airport	AHN	9/27	6,122	Yes	100	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	7/25	8,001	Yes	150	Yes	-
Columbus	Columbus Airport	CSG	6/24	6,997	Yes	150	Yes	-
Macon	Middle Georgia Regional Airport	MCN	5/23	6,500	Yes	150	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	10/28	9,351	Yes	150	Yes	-
Valdosta	Valdosta Regional Airport	VLD	17/35	8,002	Yes	150	Yes	-
Level III - General Aviation: 5,500 feet x 100 feet								
Americus	Jimmy Carter Regional Airport	ACJ	5/23	6,011	Yes	100	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	13/31	5,768	Yes	100	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	9/27	6,295	Yes	100	Yes	-
Atlanta	Covington Municipal Airport	CVC	10/28	5,500	Yes	75	No	Widen Runway 25'
Atlanta	DeKalb-Peachtree Airport	PDK	03R/21L	6,001	Yes	100	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	8/26	5,797	Yes	100	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	14/32	5,500	Yes	100	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	13/31	5,505	Yes	100	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	9/27	5,502	Yes	149	Yes	-
Blairsville	Blairsville Airport	DZJ	8/26	5,004	No	100	Yes	Extend runway 496'
Blakely	Early County Airport	BIJ	5/23	5,494	Yes	98	Yes	-
Calhoun	Tom B. David Field Airport	CZL	17/35	6,034	Yes	100	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	17/35	5,503	Yes	100	Yes	-
Cartersville	Cartersville Airport	VPC	1/19	5,760	Yes	100	Yes	-
Cornelia	Habersham County Airport	AJR	6/24	5,506	Yes	100	Yes	-

TABLE 6-31: RUNWAY OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Primary RW	Runway Length		Runway Width		Improvement Needed to Meet Objectives
				Length (in feet)	Meets Objective	Width (in feet)	Meets Objective	
Dalton	Dalton Municipal Airport	DNN	14/32	5,496	Yes	100	Yes	-
Douglas	Douglas Municipal Airport	DQH	4/22	6,000	Yes	100	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	2/20	6,501	Yes	150	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	2/20	6,506	Yes	100	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	5/23	5,500	Yes	100	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	06L/24R	6,500	Yes	100	Yes	-
Jesup	Jesup-Wayne County Airport	JES	11/29	5,500	Yes	100	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	13/31	5,599	Yes	150	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	7/25	6,000	Yes	100	Yes	-
Louisville	Louisville Municipal Airport	2J3	13/31	5,002	No	100	Yes	Extend runway 498'
Milledgeville	Baldwin County Airport	MLJ	10/28	5,509	Yes	99	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	1/19	6,006	Yes	150	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	14/32	6,000	Yes	100	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	12/30	6,350	Yes	100	Yes	-
Thomasville	Thomasville Regional Airport	TVI	4/22	6,004	Yes	101	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	10/28	5,514	Yes	100	Yes	-
Tifton	Henry Tift Myers Airport	TMA	16/34	6,506	Yes	100	Yes	-
Vidalia	Vidalia Regional Airport	VDI	7/25	6,002	Yes	100	Yes	-
Waycross	Waycross-Ware County Airport	AYS	1/19	5,992	Yes	100	Yes	-
Winder	Barrow County Airport	WDR	13/31	5,500	Yes	100	Yes	-
Level II: 5,000 feet x 100 feet								
Adel	Cook County Airport	15J	5/23	5,001	Yes	100	Yes	-
Alma	Bacon County Airport	AMG	15/33	5,000	Yes	100	Yes	-
Baxley	Baxley Municipal Airport	BHC	8/26	5,003	Yes	75	No	Widen Runway 25'

TABLE 6-31: RUNWAY OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Primary RW	Runway Length		Runway Width		Improvement Needed to Meet Objectives
				Length (in feet)	Meets Objective	Width (in feet)	Meets Objective	
Brunswick	McKinnon-St. Simons Island Airport	SSI	4/22	5,584	Yes	100	Yes	-
Butler	Butler Municipal Airport	6A1	18/36	5,002	Yes	75	No	Widen Runway 25'
Camilla	Camilla-Mitchell County Airport	CXU	8/26	5,004	Yes	100	Yes	-
Canton	Cherokee County Airport	CNI	5/23	5,001	Yes	75	No	Widen Runway 25'
Claxton	Claxton-Evans County Airport	CWV	10/28	5,001	Yes	74	No	Widen Runway 26'
Cordele	Crisp County-Cordele Airport	CKF	10/28	5,001	Yes	150	Yes	-
Dawson	Dawson Municipal Airport	16J	13/31	4,507	No	75	No	Extend runway 493' and widen 25'
Donalsonville	Donalsonville Municipal Airport	17J	1/19	5,182	Yes	100	Yes	-
Fitzgerald	Fitzgerald Municipal Airport	FZG	2/20	5,000	Yes	101	Yes	-
Greensboro	Greene County Regional Airport	3J7	7/25	5,500	Yes	100	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	14/32	3,301	No	75	No	Extend runway 1,699' and widen 25'
Hampton	Henry County Airport	HMP	6/24	5,500	Yes	100	Yes	-
Homerville	Homerville Airport	HOE	14/32	4,999	Yes	75	No	Widen Runway 25'
Jasper	Pickens County Airport	JZP	16/34	5,000	Yes	100	Yes	-
Jefferson	Jackson County Airport	JCA	17/35	5,010	Yes	75	No	Widen Runway 25'
LaFayette	Barwick LaFayette Airport	9A5	2/20	5,350	Yes	75	No	Widen Runway 25'
Macon	Macon Downtown Airport	MAC	10/28	4,694	No	100	Yes	Extend runway 306'
Monroe	Monroe-Walton County Airport	D73	3/21	5,000	Yes	75	No	Widen Runway 25'
Moultrie	Moultrie Municipal Airport	MGR	4/22	5,129	Yes	100	Yes	-
Perry	Perry-Houston County Airport	PXE	18/36	5,002	Yes	100	Yes	-
Pine Mountain	Harris County Airport	PIM	9/27	5,002	Yes	100	Yes	-
Sandersville	Kaolin Field Airport	OKZ	13/31	5,016	Yes	75	No	Widen Runway 25'
Swainsboro	East Georgia Regional Airport	SBO	14/32	6,021	Yes	100	Yes	-
Sylvania	Plantation Airpark	JYL	5/23	5,000	Yes	100	Yes	-

TABLE 6-31: RUNWAY OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Primary RW	Runway Length		Runway Width		Improvement Needed to Meet Objectives
				Length (in feet)	Meets Objective	Width (in feet)	Meets Objective	
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	3/21	5,008	Yes	100	Yes	-
Washington	Washington-Wilkes County Airport	IIY	13/31	4,020	No	72	No	Extend runway 980' and widen 28'
Level I: 4,000 feet x 75 feet								
Ashburn	Turner County Airport	75J	17/35	5,005	Yes	75	Yes	-
Augusta	Daniel Field Airport	DNL	5/23	4,002	Yes	100	Yes	-
Buena Vista	Marion County Airport	82A	14/32	3,200	No	75	Yes	Extend runway 800'
Cairo	Cairo-Grady County Airport	70J	13/31	4,000	Yes	75	Yes	-
Canon	Franklin County Airport	18A	8/26	5,000	Yes	75	Yes	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	10/28	4,003	Yes	76	Yes	-
Cochran	Cochran Airport	48A	11/29	4,401	Yes	75	Yes	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	18/36	3,000	No	60	No	Extend runway 1,000' and widen 15'
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	15/33	3,090	No	50	No	Extend runway 910' and widen 25'
Elberton	Elbert County Airport-Patz Field	EBA	11/29	5,004	Yes	75	Yes	-
Ellijay	Gilmer County Airport	49A	3/21	3,507	No	75	Yes	Extend runway 493'
Folkston	Davis Field Airport	3J6	18/36	2,500	No	50	No	Extend runway 1,500' and widen 25'
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	10/28	3,000	No	60	No	Extend runway 1,000' and widen 15'
Hazlehurst	Hazlehurst Airport	AZE	14/32	5,008	Yes	75	Yes	-
Jekyll Island	Jekyll Island Airport	09J	18/36	3,715	No	75	Yes	Extend runway 285'
Madison	Madison Municipal Airport	52A	14/32	3,806	No	75	Yes	Extend runway 194'
Mc Rae	Telfair-Wheeler Airport	MQW	3/21	5,000	Yes	75	Yes	-
Metter	Metter Municipal Airport	MHP	10/28	5,001	Yes	75	Yes	-
Millen	Millen Airport	2J5	17/35	5,001	Yes	75	Yes	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	18/36	4,220	Yes	75	Yes	-
Moultrie	Spence Airport	MUL	14/32	4,500	Yes	75	Yes	-
Nahunta	Brantley County Airport	4J1	1/19	4,000	Yes	75	Yes	-

TABLE 6-31: RUNWAY OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Primary RW	Runway Length		Runway Width		Improvement Needed to Meet Objectives
				Length (in feet)	Meets Objective	Width (in feet)	Meets Objective	
Nashville	Berrien County Airport	4J2	10/28	5,002	Yes	75	Yes	-
Quitman	Quitman Brooks County Airport	4J5	10/28	5,000	Yes	76	Yes	-
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	11/29	5,000	Yes	75	Yes	-
Soperton	Treutlen County Airport	4J8	16/34	3,000	No	50	No	Extend runway 1,000' and widen 25'
Sylvester	Sylvester Airport	SYV	1/19	4,525	Yes	75	Yes	-
Warm Springs	Roosevelt Memorial Airport	5A9	18/36	5,004	Yes	75	Yes	-
Waynesboro	Burke County Airport	BXG	8/26	4,012	Yes	75	Yes	-
Wrens	Wrens Memorial Airport	65J	11/29	3,000	No	50	No	Extend runway 1,000' and widen 25'

Source: GDOT, Georgia Airports, FAA

TABLE 6-32: TAXIWAY TYPE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: Full Parallel Taxiway					
Albany	Southwest Georgia Regional Airport	ABY	Full Parallel	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	Full Parallel	Yes	-
Athens	Athens-Ben Epps Airport	AHN	Full Parallel	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	Full Parallel	Yes	-
Columbus	Columbus Airport	CSG	Full Parallel	Yes	-
Macon	Middle Georgia Regional Airport	MCN	Full Parallel	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	Full Parallel	Yes	-
Valdosta	Valdosta Regional Airport	VLD	Full Parallel	Yes	-
Level III - General Aviation: Full Parallel Taxiway					
Americus	Jimmy Carter Regional Airport	ACJ	Full Parallel	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Full Parallel	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	Full Parallel	Yes	-
Atlanta	Covington Municipal Airport	CVC	Full Parallel	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	Full Parallel	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	Full Parallel	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	Full Parallel	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Full Parallel	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	Partial Parallel	No	Add full parallel taxiway
Blairsville	Blairsville Airport	DZJ	Turnaround on one Runway End	No	Add full parallel taxiway
Blakely	Early County Airport	BIJ	Full Parallel	Yes	-
Calhoun	Tom B. David Field Airport	CZL	Partial Parallel	No	Add full parallel taxiway
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Full Parallel	Yes	-
Cartersville	Cartersville Airport	VPC	Full Parallel	Yes	-
Cornelia	Habersham County Airport	AJR	Full Parallel	Yes	-
Dalton	Dalton Municipal Airport	DNN	Full Parallel	Yes	-

TABLE 6-32: TAXIWAY TYPE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
Douglas	Douglas Municipal Airport	DQH	Full Parallel	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	Full Parallel	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	Full Parallel	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	Full Parallel	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	Turnaround on both Runway Ends	Yes	-
Jesup	Jesup-Wayne County Airport	JES	Turnaround on both Runway Ends	No	Add full parallel taxiway
LaGrange	LaGrange-Callaway Airport	LGC	Full Parallel	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Full Parallel	Yes	-
Louisville	Louisville Municipal Airport	2J3	Partial Parallel	No	Extend taxiway to RW end 31
Milledgeville	Baldwin County Airport	MLJ	Full Parallel	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Full Parallel	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	Full Parallel	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	Full Parallel	Yes	-
Thomasville	Thomasville Regional Airport	TVI	Full Parallel	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	Full Parallel	Yes	-
Tifton	Henry Tift Myers Airport	TMA	Full Parallel	Yes	-
Vidalia	Vidalia Regional Airport	VDI	Full Parallel	Yes	-
Waycross	Waycross-Ware County Airport	AYS	Full Parallel	Yes	-
Winder	Barrow County Airport	WDR	Full Parallel	Yes	-
Level II: Full Parallel Taxiway					
Adel	Cook County Airport	15J	Full Parallel	Yes	-
Alma	Bacon County Airport	AMG	Full Parallel	Yes	-
Baxley	Baxley Municipal Airport	BHC	Full Parallel	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	Full Parallel	Yes	-
Butler	Butler Municipal Airport	6A1	Turnaround on one Runway End	No	Add full parallel taxiway

TABLE 6-32: TAXIWAY TYPE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
Camilla	Camilla-Mitchell County Airport	CXU	Full Parallel	Yes	-
Canton	Cherokee County Airport	CNI	Full Parallel	Yes	-
Claxton	Claxton-Evans County Airport	CWV	Turnaround on one Runway End	No	Add full parallel taxiway
Cordele	Crisp County-Cordele Airport	CKF	Full Parallel	Yes	-
Dawson	Dawson Municipal Airport	16J	Partial Parallel	No	Add full parallel taxiway
Donalsonville	Donalsonville Municipal Airport	17J	Full Parallel	Yes	-
Fitzgerald	Fitzgerald Municipal Airport	FZG	Full Parallel	Yes	-
Greensboro	Greene County Regional Airport	3J7	Full Parallel	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	Full Parallel	Yes	-
Hampton	Henry County Airport	HMP	Full Parallel	Yes	-
Homerville	Homerville Airport	HOE	Full Parallel	Yes	-
Jasper	Pickens County Airport	JZP	Full Parallel	Yes	-
Jefferson	Jackson County Airport	JCA	Full Parallel	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	Partial Parallel	No	Add full parallel taxiway
Macon	Macon Downtown Airport	MAC	Full Parallel	Yes	-
Monroe	Monroe-Walton County Airport	D73	Full Parallel	Yes	-
Moultrie	Moultrie Municipal Airport	MGR	Partial Parallel	No	Add full parallel taxiway
Perry	Perry-Houston County Airport	PXE	Full Parallel	Yes	-
Pine Mountain	Harris County Airport	PIM	Full Parallel	Yes	-
Sandersville	Kaolin Field Airport	OKZ	Full Parallel	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	Full Parallel	Yes	-
Sylvania	Plantation Airpark	JYL	Stub	No	Add full parallel taxiway
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	Partial Parallel	No	Add full parallel taxiway
Washington	Washington-Wilkes County Airport	IIY	Full Parallel	Yes	-
Level I: Turnarounds at Each End					
Ashburn	Turner County Airport	75J	Turnaround on both Runway Ends	Yes	-

TABLE 6-32: TAXIWAY TYPE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
Augusta	Daniel Field Airport	DNL	Full Parallel	Yes	-
Buena Vista	Marion County Airport	82A	Turnaround on both Runway Ends	Yes	-
Cairo	Cairo-Grady County Airport	70J	Turnaround on both Runway Ends	Yes	-
Canon	Franklin County Airport	18A	Turnaround on both Runway Ends	Yes	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	No Supporting Taxiway	No	Add taxiway
Cochran	Cochran Airport	48A	Turnaround on one Runway End	Yes	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	No Supporting Taxiway	No	Add taxiway
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	No Supporting Taxiway	No	Add taxiway
Elberton	Elbert County Airport-Patz Field	EBA	Partial Parallel	Yes	-
Ellijay	Gilmer County Airport	49A	No Supporting Taxiway	No	Add taxiway
Folkston	Davis Field Airport	3J6	Turnaround on one Runway End	No	Add taxiway
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No Supporting Taxiway	No	Add taxiway
Hazlehurst	Hazlehurst Airport	AZE	Turnaround on one Runway End	No	Project underway
Jekyll Island	Jekyll Island Airport	09J	Turnaround on one Runway End	Yes	-
Madison	Madison Municipal Airport	52A	Stub	No	Add taxiway
Mc Rae	Telfair-Wheeler Airport	MQW	Turnaround on one Runway End	No	Add taxiway
Metter	Metter Municipal Airport	MHP	Turnaround on both Runway Ends	Yes	-
Millen	Millen Airport	2J5	Turnaround on both Runway Ends	Yes	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	Turnaround on one Runway End	No	Add taxiway
Moultrie	Spence Airport	MUL	Partial Parallel	Yes	-
Nahunta	Brantley County Airport	4J1	Turnaround on one Runway End	No	Add taxiway
Nashville	Berrien County Airport	4J2	Turnaround on both Runway Ends	Yes	-
Quitman	Quitman Brooks County Airport	4J5	Partial Parallel	Yes	-
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Full Parallel	Yes	-
Soperton	Treutlen County Airport	4J8	No Supporting Taxiway	No	Add taxiway
Sylvester	Sylvester Airport	SYV	Turnaround on both Runway Ends	Yes	-

TABLE 6-32: TAXIWAY TYPE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
Warm Springs	Roosevelt Memorial Airport	5A9	Turnaround on both Runway Ends	Yes	-
Waynesboro	Burke County Airport	BXG	Stub	No	Add taxiway
Wrens	Wrens Memorial Airport	65J	Stub	No	Add taxiway

Source: GDOT, Georgia Airports, FAA Form 5010

TABLE 6-33: PAVEMENT OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Pavement Condition		Pavement Strength			Improvement Needed to Meet Pavement Objectives
			PCI (2012)	Meets Objective	Single Wheel Strength (Gross Weight in -000 lb.)	Dual Wheel Strength (Gross Weight in -000 lb.)	Meets Objective	
Level III - Commercial Service: Primary Runway Pavement Condition - PCI Greater than 70 and Pavement Strength Single Wheel >30,000 lb./Dual Wheel >120,000 lb.								
Albany	Southwest Georgia Regional Airport	ABY	61*	Yes	80SW	135DW	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	100	Yes	155SW	160DW	Yes	-
Athens	Athens-Ben Epps Airport	AHN	60*	Yes	65SW	125DW	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	68*	Yes	120SW	190DW	Yes	-
Columbus	Columbus Airport	CSG	67*	Yes	26SW	160DW	Yes	-
Macon	Middle Georgia Regional Airport	MCN	100	Yes	80SW	128DW	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	69*	Yes	75SW	190DW	Yes	-
Valdosta	Valdosta Regional Airport	VLD	84	Yes	104SW	169DW	Yes	-
Level III - General Aviation: Primary Runway Pavement Condition - PCI Greater than 70 and Pavement Strength Single Wheel > 20,000 lb./Dual Wheel >50,000 lb.								
Americus	Jimmy Carter Regional Airport	ACJ	81	Yes	30SW	50DW	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	65*	Yes	48SW	60DW	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	100	Yes	30SW	60DW	Yes	-
Atlanta	Covington Municipal Airport	CVC	91	Yes	30SW	-	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	73	Yes	46SW	75DW	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	85	Yes	105WS	121DW	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	74	Yes	26SW	37DW	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	100	Yes	90SW	130DW	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	86	Yes	24SW	-	Yes	-
Blairsville	Blairsville Airport	DZJ	86	Yes	20SW	39DW	Yes	-
Blakely	Early County Airport	BIJ	91	Yes	21SW	-	Yes	-
Calhoun	Tom B. David Field Airport	CZL	92	Yes	15SW	-	No	Increase pavement strength

TABLE 6-33: PAVEMENT OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Pavement Condition		Pavement Strength			Improvement Needed to Meet Pavement Objectives
			PCI (2012)	Meets Objective	Single Wheel Strength (Gross Weight in -000 lb.)	Dual Wheel Strength (Gross Weight in -000 lb.)	Meets Objective	
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	72	Yes	43SW	56DW	Yes	-
Cartersville	Cartersville Airport	VPC	64	No	26SW	50DW	Yes	Runway reconstruction or overlay
Cornelia	Habersham County Airport	AJR	84	Yes	30SW	-	Yes	-
Dalton	Dalton Municipal Airport	DNN	81	Yes	30SW	42DW	Yes	-
Douglas	Douglas Municipal Airport	DQH	86	Yes	26SW	-	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	87	Yes	30SW	53DW	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	83	Yes	75SW	120DW	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	74	Yes	45SW	50DW	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	95	Yes	NA	NA	Yes	-
Jesup	Jesup-Wayne County Airport	JES	91	Yes	21.5SW	50DW	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	56*	Yes	100SW	100DW	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	73	Yes	45SW	60DW	Yes	-
Louisville	Louisville Municipal Airport	2J3	82	Yes	26SW	-	Yes	-
Milledgeville	Baldwin County Airport	MLJ	72	Yes	21SW	60DW	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	82	Yes	52SW	57DW	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	74	Yes	27SW	40DW	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	73	Yes	20SW	50DW	Yes	-
Thomasville	Thomasville Regional Airport	TVI	60*	Yes	30SW	60DW	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	100	Yes	30SW	55DW	Yes	-
Tifton	Henry Tift Myers Airport	TMA	77	Yes	42SW	60DW	Yes	-
Vidalia	Vidalia Regional Airport	VDI	81	Yes	30SW	48DW	Yes	-
Waycross	Waycross-Ware County Airport	AYS	80	Yes	45SW	70DW	Yes	-

TABLE 6-33: PAVEMENT OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Pavement Condition		Pavement Strength			Improvement Needed to Meet Pavement Objectives
			PCI (2012)	Meets Objective	Single Wheel Strength (Gross Weight in -000 lb.)	Dual Wheel Strength (Gross Weight in -000 lb.)	Meets Objective	
Winder	Barrow County Airport	WDR	71*	Yes	-	80DW	Yes	-
Level II: Primary Runway Pavement Condition - PCI Greater than 70 and Pavement Strength Single Wheel >15,000 lb./Dual Wheel >30,000 lb.								
Adel	Cook County Airport	15J	81	Yes	30SW	30DW	Yes	-
Alma	Bacon County Airport	AMG	77	Yes	30SW	-	Yes	-
Baxley	Baxley Municipal Airport	BHC	89	Yes	19SW	-	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	82	Yes	45SW	60DW	Yes	-
Butler	Butler Municipal Airport	6A1	80	Yes	17SW	-	Yes	-
Camilla	Camilla-Mitchell County Airport	CXU	86	Yes	16SW	45DW	Yes	-
Canton	Cherokee County Airport	CNI	94	Yes	26SW	60DW	Yes	-
Claxton	Claxton-Evans County Airport	CWV	74	Yes	30SW	-	Yes	-
Cordele	Crisp County-Cordele Airport	CKF	79	Yes	30SW	45DW	Yes	-
Dawson	Dawson Municipal Airport	16J	75	Yes	16SW	-	Yes	-
Donalsonville	Donalsonville Municipal Airport	17J	83	Yes	20SW	30DW	Yes	-
Fitzgerald	Fitzgerald Municipal Airport	FZG	83	Yes	28SW	-	Yes	-
Greensboro	Greene County Regional Airport	3J7	69*	Yes	33SW	50DW	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	76	Yes	30SW	30DW	Yes	-
Hampton	Henry County Airport	HMP	87	Yes	30SW	45DW	Yes	-
Homerville	Homerville Airport	HOE	56*	Yes	30SW	-	Yes	-
Jasper	Pickens County Airport	JZP	81	Yes	14SW	95DW	No	-
Jefferson	Jackson County Airport	JCA	80	Yes	30SW	43DW	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	82	Yes	20SW	70DW	Yes	-
Macon	Macon Downtown Airport	MAC	90	Yes	20SW	-	Yes	-
Monroe	Monroe-Walton County Airport	D73	88	Yes	14.5SW	18DW	No	Increase pavement strength
Moultrie	Moultrie Municipal Airport	MGR	53*	Yes	30SW	49DW	Yes	-

TABLE 6-33: PAVEMENT OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Pavement Condition		Pavement Strength			Improvement Needed to Meet Pavement Objectives
			PCI (2012)	Meets Objective	Single Wheel Strength (Gross Weight in -000 lb.)	Dual Wheel Strength (Gross Weight in -000 lb.)	Meets Objective	
Perry	Perry-Houston County Airport	PXE	70	Yes	30SW	30DW	Yes	-
Pine Mountain	Harris County Airport	PIM	93	Yes	20SW	-	Yes	-
Sandersville	Kaolin Field Airport	OKZ	74	Yes	17SW	34DW	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	82	Yes	45SW	65DW	Yes	-
Sylvania	Plantation Airpark	JYL	76	Yes	20SW	-	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	81	Yes	30SW	55DW	Yes	-
Washington	Washington-Wilkes County Airport	IIY	70	Yes	30SW	-	Yes	-
Level I: Primary Runway Pavement Condition - PCI Greater than 70 and Pavement Strength Single Wheel >12,500 lb.								
Ashburn	Turner County Airport	75J	67*	Yes	30SW	-	Yes	-
Augusta	Daniel Field Airport	DNL	70	Yes	30SW	30DW	Yes	-
Buena Vista	Marion County Airport	82A	63*	Yes	14SW	-	Yes	-
Cairo	Cairo-Grady County Airport	70J	85	Yes	12SW	-	No	Increase pavement strength
Canon	Franklin County Airport	18A	76	Yes	15SW	80DW	Yes	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	89	Yes	20SW	-	Yes	-
Cochran	Cochran Airport	48A	91	Yes	NP	NP	NP	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	52*	Yes	16SW	-	Yes	-
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	79	Yes	12SW	-	No	Increase pavement strength
Elberton	Elbert County Airport-Patz Field	EBA	63*	Yes	30SW	41DW	Yes	-
Ellijay	Gilmer County Airport	49A	87	Yes	30SW	60DW	Yes	-
Folkston	Davis Field Airport	3J6	56*	Yes	12.5SW	-	Yes	-
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	59	No	12.5SW	-	Yes	Runway reconstruction or overlay
Hazlehurst	Hazlehurst Airport	AZE	77	Yes	30SW	-	Yes	-
Jekyll Island	Jekyll Island Airport	09J	86	Yes	20SW	-	Yes	-

TABLE 6-33: PAVEMENT OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Pavement Condition		Pavement Strength			Improvement Needed to Meet Pavement Objectives
			PCI (2012)	Meets Objective	Single Wheel Strength (Gross Weight in -000 lb.)	Dual Wheel Strength (Gross Weight in -000 lb.)	Meets Objective	
Madison	Madison Municipal Airport	52A	56*	Yes	20SW	-	Yes	-
Mc Rae	Telfair-Wheeler Airport	MQW	79	Yes	30SW	-	Yes	-
Metter	Metter Municipal Airport	MHP	83	Yes	19SW	-	Yes	-
Millen	Millen Airport	2J5	100	Yes	16.5SW	-	Yes	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	81	Yes	30SW	-	Yes	-
Moultrie	Spence Airport	MUL	42*	Yes	65SW	90DW	Yes	-
Nahunta	Brantley County Airport	4J1	100	Yes	14SW	-	Yes	-
Nashville	Berrien County Airport	4J2	73	Yes	23SW	-	Yes	-
Quitman	Quitman Brooks County Airport	4J5	92	Yes	NP	NP	NP	-
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	74	Yes	30SW	53DW	Yes	-
Soperton	Treutlen County Airport	4J8	85	Yes	NP	NP	NP	-
Sylvester	Sylvester Airport	SYV	81	Yes	26SW	-	Yes	-
Warm Springs	Roosevelt Memorial Airport	5A9	100	Yes	28SW	37DW	Yes	-
Waynesboro	Burke County Airport	BXG	48*	Yes	20SW	-	Yes	-
Wrens	Wrens Memorial Airport	65J	79	Yes	20SW	-	Yes	-

Source: 2012 Georgia Statewide Airfield Pavement Management Study, (ApTech), GDOT, FAA 5010
Note: *A major pavement project has been completed at these airports between 2010 and 2017 to improve PCI above 70 and allow airports to meet objective.
NP = not published and unavailable.

TABLE 6-34: APPROACH OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Most Demanding Approach Type	Meets Approach Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: Precision Approach					
Albany	Southwest Georgia Regional Airport	ABY	ILS	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	ILS	Yes	-
Athens	Athens-Ben Epps Airport	AHN	ILS	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	ILS	Yes	-
Columbus	Columbus Airport	CSG	ILS	Yes	-
Macon	Middle Georgia Regional Airport	MCN	ILS	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	ILS	Yes	-
Valdosta	Valdosta Regional Airport	VLD	ILS	Yes	-
Level III - General Aviation: Near-Precision Approach					
Americus	Jimmy Carter Regional Airport	ACJ	ILS	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	ILS	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	ILS	Yes	-
Atlanta	Covington Municipal Airport	CVC	LPV	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	ILS	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	ILS	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	ILS	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	ILS	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	ILS	Yes	-
Blairsville	Blairsville Airport	DZJ	LPV	Yes	-
Blakely	Early County Airport	BIJ	LPV	Yes	-
Calhoun	Tom B. David Field Airport	CZL	LPV	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	ILS	Yes	-
Cartersville	Cartersville Airport	VPC	LPV	Yes	-
Cornelia	Habersham County Airport	AJR	LPV	Yes	-
Dalton	Dalton Municipal Airport	DNN	ILS	Yes	-

TABLE 6-34: APPROACH OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Most Demanding Approach Type	Meets Approach Objective	Improvement Needed to Meet Objective
Douglas	Douglas Municipal Airport	DQH	ILS	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	ILS	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	ILS	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	ILS	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	LPV	Yes	-
Jesup	Jesup-Wayne County Airport	JES	LPV	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	ILS	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	ILS	Yes	-
Louisville	Louisville Municipal Airport	2J3	LPV	Yes	-
Milledgeville	Baldwin County Airport	MLJ	LPV	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	ILS	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	ILS	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	ILS	Yes	-
Thomasville	Thomasville Regional Airport	TVI	ILS	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	ILS	Yes	-
Tifton	Henry Tift Myers Airport	TMA	ILS	Yes	-
Vidalia	Vidalia Regional Airport	VDI	ILS	Yes	-
Waycross	Waycross-Ware County Airport	AYS	ILS	Yes	-
Winder	Barrow County Airport	WDR	ILS	Yes	-
Level II: Non-precision approach					
Adel	Cook County Airport	15J	LPV	Yes	-
Alma	Bacon County Airport	AMG	LPV	Yes	-
Baxley	Baxley Municipal Airport	BHC	LPV	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	RNAV (GPS)	Yes	-
Butler	Butler Municipal Airport	6A1	LPV	Yes	-

TABLE 6-34: APPROACH OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Most Demanding Approach Type	Meets Approach Objective	Improvement Needed to Meet Objective
Camilla	Camilla-Mitchell County Airport	CXU	LPV	Yes	-
Canton	Cherokee County Airport	CNI	LPV	Yes	-
Claxton	Claxton-Evans County Airport	CWV	LPV	Yes	-
Cordele	Crisp County-Cordele Airport	CKF	LPV	Yes	-
Dawson	Dawson Municipal Airport	16J	RNAV (GPS)	Yes	-
Donalsonville	Donalsonville Municipal Airport	17J	LPV	Yes	-
Fitzgerald	Fitzgerald Municipal Airport	FZG	LPV	Yes	-
Greensboro	Greene County Regional Airport	3J7	LPV	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	LPV	Yes	-
Hampton	Henry County Airport	HMP	RNAV (GPS)	Yes	-
Homerville	Homerville Airport	HOE	LPV	Yes	-
Jasper	Pickens County Airport	JZP	LPV	Yes	-
Jefferson	Jackson County Airport	JCA	LPV	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	RNAV (GPS)	Yes	-
Macon	Macon Downtown Airport	MAC	LPV	Yes	-
Monroe	Monroe-Walton County Airport	D73	RNAV (GPS)	Yes	-
Moultrie	Moultrie Municipal Airport	MGR	LPV	Yes	-
Perry	Perry-Houston County Airport	PXE	ILS	Yes	-
Pine Mountain	Harris County Airport	PIM	LPV	Yes	-
Sandersville	Kaolin Field Airport	OKZ	LPV	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	ILS	Yes	-
Sylvania	Plantation Airpark	JYL	LPV	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	LPV	Yes	-
Washington	Washington-Wilkes County Airport	IIY	LPV	Yes	-
Level I: Non-precision approach					
Ashburn	Turner County Airport	75J	Visual Only	No	Add approach

TABLE 6-34: APPROACH OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Most Demanding Approach Type	Meets Approach Objective	Improvement Needed to Meet Objective
Augusta	Daniel Field Airport	DNL	RNAV (GPS)	Yes	-
Buena Vista	Marion County Airport	82A	Visual Only	No	Add approach
Cairo	Cairo-Grady County Airport	70J	LPV	Yes	-
Canon	Franklin County Airport	18A	LPV	Yes	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	LPV	Yes	-
Cochran	Cochran Airport	48A	VOR/DME	Yes	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	Visual Only	No	Add approach
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	Visual Only	No	Add approach
Elberton	Elbert County Airport-Patz Field	EBA	RNAV (GPS)	Yes	-
Ellijay	Gilmer County Airport	49A	Visual Only	No	Add approach
Folkston	Davis Field Airport	3J6	Visual Only	No	Add approach
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	Visual Only	No	Add approach
Hazlehurst	Hazlehurst Airport	AZE	RNAV (GPS)	Yes	-
Jekyll Island	Jekyll Island Airport	09J	LPV	Yes	-
Madison	Madison Municipal Airport	52A	RNAV (GPS)	Yes	-
Mc Rae	Telfair-Wheeler Airport	MQW	LPV	Yes	-
Metter	Metter Municipal Airport	MHP	LPV	Yes	-
Millen	Millen Airport	2J5	LPV	Yes	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	RNAV (GPS)	Yes	-
Moultrie	Spence Airport	MUL	Visual Only	No	Add approach
Nahunta	Brantley County Airport	4J1	LPV	Yes	-
Nashville	Berrien County Airport	4J2	LPV	Yes	-
Quitman	Quitman Brooks County Airport	4J5	RNAV (GPS)	Yes	-
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	RNAV (GPS)	Yes	-
Soperton	Treutlen County Airport	4J8	Visual Only	No	Add approach
Sylvester	Sylvester Airport	SYV	Visual Only	No	Add approach

TABLE 6-34: APPROACH OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Most Demanding Approach Type	Meets Approach Objective	Improvement Needed to Meet Objective
Warm Springs	Roosevelt Memorial Airport	5A9	Visual Only	No	Add approach
Waynesboro	Burke County Airport	BXG	RNAV (GPS)	Yes	-
Wrens	Wrens Memorial Airport	65J	Visual Only	No	Add approach

Source: FAA Digital Terminal Procedures, August 17-September 14, 2017

TABLE 6-35: AIRPORT LIGHTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	RW Lighting	TW Lighting	Approach Lighting System	Meets Lighting System Objectives	Improvement Needed to Meet Objectives
Level III - Commercial Service: HIRL, MITL, and ALS							
Albany	Southwest Georgia Regional Airport	ABY	HIRL	MITL	MALSR	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	HIRL	MITL	MALSR	Yes	-
Athens	Athens-Ben Epps Airport	AHN	MIRL	MITL	MALSF	No	Install HIRL
Brunswick	Brunswick-Golden Isles Airport	BQK	HIRL	MITL	MALSR	Yes	-
Columbus	Columbus Airport	CSG	HIRL	MITL	MALSR	Yes	-
Macon	Middle Georgia Regional Airport	MCN	HIRL	MITL	MALSR	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	HIRL	HITL	MALSR	Yes	-
Valdosta	Valdosta Regional Airport	VLD	HIRL	MITL	MALSR	Yes	-
Level III - General Aviation: HIRL (for precision approaches only) or MIRL, MITL, and ALS							
Americus	Jimmy Carter Regional Airport	ACJ	MIRL	MITL	MALSF	No	Install HIRL
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	MIRL	MITL	ODALS	No	Install HIRL
Atlanta	Cobb County International Airport-McCollum Field	RYY	HIRL	MITL	MALSF	Yes	-
Atlanta	Covington Municipal Airport	CVC	MIRL	MITL	None	No	Install ALS
Atlanta	DeKalb-Peachtree Airport	PDK	HIRL	HITL	MALSF	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	HIRL	HITL	MALSR	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	HIRL	MITL	MALSF	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	MIRL	MITL	None	No	Install HIRL and ALS
Bainbridge	Decatur County Industrial Air Park	BGE	MIRL	MITL	MALSR	No	Install HIRL
Blairsville	Blairsville Airport	DZJ	MIRL	MITL	None	No	Install ALS
Blakely	Early County Airport	BIJ	MIRL	MITL	MALSF	Yes	-
Calhoun	Tom B. David Field Airport	CZL	MIRL	MITL	None	No	Install ALS
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	MIRL	MITL	None	No	Install HIRL and ALS
Cartersville	Cartersville Airport	VPC	MIRL	MITL	None	No	Install ALS
Cordele	Crisp County-Cordele Airport	CKF	MIRL	None	ODALS	No	Install MITL
Cornelia	Habersham County Airport	AJR	MIRL	MITL	None	No	Install ALS

TABLE 6-35: AIRPORT LIGHTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	RW Lighting	TW Lighting	Approach Lighting System	Meets Lighting System Objectives	Improvement Needed to Meet Objectives
Cuthbert	Lower Chattahoochee Regional Airport	25J	MIRL	None	None	No	Install MITL and ALS
Dalton	Dalton Municipal Airport	DNN	HIRL	MITL	MALSR	Yes	-
Douglas	Douglas Municipal Airport	DQH	MIRL	MITL	MALSR	No	Install HIRL
Dublin	W.H. "Bud" Barron Airport	DBN	HIRL	MITL	MALSR	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	HIRL	MITL	MALSR	Yes	-
Elberton	Elbert County Airport-Patz Field	EBA	MIRL	None	None	No	Install MITL and ALS
Gainesville	Lee Gilmer Memorial Airport	GVL	HIRL	MITL	MALSR	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	MIRL	MITL	None	No	Install ALS
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	HIRL	HITL	None	No	Install ALS
Jesup	Jesup-Wayne County Airport	JES	MIRL	HITL	None	No	Install ALS
LaGrange	LaGrange-Callaway Airport	LGC	MIRL	MITL	MALSR	No	Install HIRL
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	HIRL	MITL	MALSR	Yes	-
Louisville	Louisville Municipal Airport	2J3	MIRL	MITL	MALSR	Yes	-
Milledgeville	Baldwin County Airport	MLJ	MIRL	MITL	MALSF	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	HIRL	MITL	MALSR	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	HIRL	MITL	MALSR	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	MIRL	MITL	MALSR	No	Install HIRL
Thomasville	Thomasville Regional Airport	TVI	HIRL	MITL	MALSF	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	HIRL	MITL	None	No	Install ALS
Tifton	Henry Tift Myers Airport	TMA	HIRL	MITL	MALSR	Yes	-
Vidalia	Vidalia Regional Airport	VDI	HIRL	MITL	MALSR	Yes	-
Waycross	Waycross-Ware County Airport	AYS	HIRL	MITL	MALSR	Yes	-
Winder	Barrow County Airport	WDR	HIRL	MITL	MALSR	Yes	-
Level II: MIRL and MITL							
Adel	Cook County Airport	15J	MIRL	MITL	None	Yes	-

TABLE 6-35: AIRPORT LIGHTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	RW Lighting	TW Lighting	Approach Lighting System	Meets Lighting System Objectives	Improvement Needed to Meet Objectives
Alma	Bacon County Airport	AMG	MIRL	HITL	None	Yes	-
Baxley	Baxley Municipal Airport	BHC	MIRL	HITL	None	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	MIRL	MITL	None	Yes	-
Butler	Butler Municipal Airport	6A1	MIRL	None	None	No	Install MITL
Camilla	Camilla-Mitchell County Airport	CXU	MIRL	MITL	None	Yes	-
Canton	Cherokee County Airport	CNI	MIRL	MITL	None	Yes	-
Claxton	Claxton-Evans County Airport	CWV	MIRL	None	None	No	Install MITL
Dawson	Dawson Municipal Airport	16J	MIRL	None	None	No	Install MITL
Donalsonville	Donalsonville Municipal Airport	17J	MIRL	MITL	None	Yes	-
Fitzgerald	Fitzgerald Municipal Airport	FZG	MIRL	MITL	ODALS	Yes	-
Greensboro	Greene County Regional Airport	3J7	HIRL	MITL	None	Yes	-
Hampton	Henry County Airport	HMP	MIRL	MITL	None	Yes	-
Homerville	Homerville Airport	HOE	MIRL	None	None	No	Install MITL
Jasper	Pickens County Airport	JZP	MIRL	MITL	None	Yes	-
Jefferson	Jackson County Airport	JCA	MIRL	MITL	None	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	MIRL	MITL	None	Yes	-
Macon	Macon Downtown Airport	MAC	MIRL	MITL	None	Yes	-
Monroe	Monroe-Walton County Airport	D73	MIRL	None	None	No	Install MITL
Moultrie	Moultrie Municipal Airport	MGR	MIRL	MITL	None	Yes	-
Perry	Perry-Houston County Airport	PXE	HIRL	MITL	MALSR	Yes	-
Pine Mountain	Harris County Airport	PIM	MIRL	HITL	None	Yes	-
Sandersville	Kaolin Field Airport	OKZ	MIRL	MITL	None	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	HIRL	HITL	None	Yes	-
Sylvania	Plantation Airpark	JYL	MIRL	MITL	None	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	MIRL	MITL	None	Yes	-
Washington	Washington-Wilkes County Airport	IIY	MIRL	MITL	None	Yes	-

TABLE 6-35: AIRPORT LIGHTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	RW Lighting	TW Lighting	Approach Lighting System	Meets Lighting System Objectives	Improvement Needed to Meet Objectives
Level I: MIRL and MITL							
Ashburn	Turner County Airport	75J	MIRL	MITL	None	Yes	-
Augusta	Daniel Field Airport	DNL	MIRL	MITL	None	Yes	-
Buena Vista	Marion County Airport	82A	None	None	None	No	Install MIRL and MITL
Cairo	Cairo-Grady County Airport	70J	MIRL	MITL	None	Yes	-
Canon	Franklin County Airport	18A	MIRL	None	None	No	Install MITL
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	MIRL	LITL	None	No	Install MITL
Cochran	Cochran Airport	48A	MIRL	MITL	None	Yes	-
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	None	None	None	No	Install MIRL and MITL
Ellijay	Gilmer County Airport	49A	MIRL	None	None	No	Install MITL
Folkston	Davis Field Airport	3J6	MIRL	None	MALSR	No	Install MITL
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	MIRL	None	None	No	Install MITL
Hazlehurst	Hazlehurst Airport	AZE	MIRL	None	None	No	Project underway
Jekyll Island	Jekyll Island Airport	09J	MIRL	HITL	None	Yes	-
Madison	Madison Municipal Airport	52A	MIRL	None	None	No	Install MITL
Mc Rae	Telfair-Wheeler Airport	MQW	MIRL	None	None	No	Install MITL
Metter	Metter Municipal Airport	MHP	MIRL	MITL	None	Yes	-
Millen	Millen Airport	2J5	MIRL	MITL	None	Yes	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	MIRL	MITL	None	Yes	-
Moultrie	Spence Airport	MUL	None	None	None	No	Install MIRL and MITL
Nahunta	Brantley County Airport	4J1	MIRL	None	None	No	Install MITL
Nashville	Berrien County Airport	4J2	MIRL	MITL	None	Yes	-
Quitman	Quitman Brooks County Airport	4J5	MIRL	Reflectors	None	No	Install MITL
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	MIRL	HITL	None	Yes	-
Soperton	Treutlen County Airport	4J8	None	None	None	No	Install MIRL and MITL
Sylvester	Sylvester Airport	SYV	MIRL	None	None	No	Install MITL

TABLE 6-35: AIRPORT LIGHTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	RW Lighting	TW Lighting	Approach Lighting System	Meets Lighting System Objectives	Improvement Needed to Meet Objectives
Warm Springs	Roosevelt Memorial Airport	5A9	MIRL	MITL	None	Yes	-
Waynesboro	Burke County Airport	BXG	MIRL	MITL	None	Yes	-
Wrens	Wrens Memorial Airport	65J	MIRL	MITL	None	Yes	-

Source: GDOT, Georgia Airports, FAA Form 5010

TABLE 6-36: AIRPORT VISUAL NAVIGATION AIDS OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Rotating Beacon	Segmented Circle	Wind Cone	VGSI on Each Primary RW End)	Meets NAVAID objective	Improvement Needed to Meet Objectives
Level III - Commercial Service: Rotating beacon, segmented circle and wind cone, PAPIs								
Albany	Southwest Georgia Regional Airport	ABY	Yes	Yes	Yes	PAPI/VASI	No	Install PAPI on RW 22
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Athens	Athens-Ben Epps Airport	AHN	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Columbus	Columbus Airport	CSG	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Macon	Middle Georgia Regional Airport	MCN	Yes	Yes	Yes	PAPI/VASI	No	Install PAPI on RW 23
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Valdosta	Valdosta Regional Airport	VLD	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Level III - General Aviation: Rotating beacon, segmented circle and wind cone, PAPIs								
Americus	Jimmy Carter Regional Airport	ACJ	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Atlanta	Covington Municipal Airport	CVC	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	Yes	No	Yes	VASI/PAPI	No	Install segmented circle and PAPI on RW 03R
Atlanta	Fulton County Airport-Brown Field	FTY	Yes	Yes	Yes	----/VASI	No	Install PAPI on RW 08 and RW 26
Atlanta	Newnan-Coweta County Airport	CCO	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Blairsville	Blairsville Airport	DZJ	Yes	Yes	Yes	----/----	No	Install PAPIs on RW 08 and RW 26
Blakely	Early County Airport	BIJ	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Calhoun	Tom B. David Field Airport	CZL	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Cartersville	Cartersville Airport	VPC	Yes	Yes	Yes	PAPI/PAPI	Yes	-

TABLE 6-36: AIRPORT VISUAL NAVIGATION AIDS OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Rotating Beacon	Segmented Circle	Wind Cone	VGSI on Each Primary RW End)	Meets NAVAID objective	Improvement Needed to Meet Objectives
Cornelia	Habersham County Airport	AJR	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Dalton	Dalton Municipal Airport	DNN	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Douglas	Douglas Municipal Airport	DQH	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	Yes	Yes	Yes	PAPI/----	No	Install PAPI on RW 24R
Jesup	Jesup-Wayne County Airport	JES	Yes	Yes	Yes	PAPI/PAPI	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Louisville	Louisville Municipal Airport	2J3	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Milledgeville	Baldwin County Airport	MLJ	Yes	No	Yes	PAPI/PAPI	No	Install segmented circle
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Thomasville	Thomasville Regional Airport	TVI	Yes	No	Yes	PAPI/PAPI	No	Install segmented circle
Thomson	Thomson-McDuffie Regional Airport	HQU	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Tifton	Henry Tift Myers Airport	TMA	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Vidalia	Vidalia Regional Airport	VDI	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Waycross	Waycross-Ware County Airport	AYS	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Winder	Barrow County Airport	WDR	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Level II - Rotating beacon, segmented circle and wind cone, PAPIs								
Adel	Cook County Airport	15J	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Alma	Bacon County Airport	AMG	Yes	Yes	Yes	PAPI/PAPI	Yes	-

TABLE 6-36: AIRPORT VISUAL NAVIGATION AIDS OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Rotating Beacon	Segmented Circle	Wind Cone	VGSI on Each Primary RW End)	Meets NAVAID objective	Improvement Needed to Meet Objectives
Baxley	Baxley Municipal Airport	BHC	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Butler	Butler Municipal Airport	6A1	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Camilla	Camilla-Mitchell County Airport	CXU	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Canton	Cherokee County Airport	CNI	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Claxton	Claxton-Evans County Airport	CWV	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Cordele	Crisp County-Cordele Airport	CKF	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Dawson	Dawson Municipal Airport	16J	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Donalsonville	Donalsonville Municipal Airport	17J	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Fitzgerald	Fitzgerald Municipal Airport	FZG	Yes	Yes	Yes	VASI/VASI	No	Install PAPIs on RW 02 and RW 20
Greensboro	Greene County Regional Airport	3J7	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	Yes	No	Yes	----/VASI	No	Install segmented circle and PAPIs on RW 14 and RW 32
Hampton	Henry County Airport	HMP	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Homerville	Homerville Airport	HOE	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Jasper	Pickens County Airport	JZP	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Jefferson	Jackson County Airport	JCA	Yes	Yes	Yes	PAPI/PAPI	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Macon	Macon Downtown Airport	MAC	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Monroe	Monroe-Walton County Airport	D73	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Moultrie	Moultrie Municipal Airport	MGR	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Perry	Perry-Houston County Airport	PXE	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Pine Mountain	Harris County Airport	PIM	Yes	Yes	Yes	VASI/PAPI	No	Install PAPI on RW 09
Sandersville	Kaolin Field Airport	OKZ	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	Yes	Yes	Yes	PAPI/----	No	Install PAPI on RW 32

TABLE 6-36: AIRPORT VISUAL NAVIGATION AIDS OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Rotating Beacon	Segmented Circle	Wind Cone	VGSI on Each Primary RW End)	Meets NAVAID objective	Improvement Needed to Meet Objectives
Sylvania	Plantation Airpark	JYL	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Washington	Washington-Wilkes County Airport	IIY	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Level I - Rotating beacon, segmented circle and wind cone, PAPIs								
Ashburn	Turner County Airport	75J	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Augusta	Daniel Field Airport	DNL	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Buena Vista	Marion County Airport	82A	No	Yes	Yes	----/----	No	Install rotating beacon and PAPIs on RW 14 and RW 32
Cairo	Cairo-Grady County Airport	70J	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Canon	Franklin County Airport	18A	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Cochran	Cochran Airport	48A	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	Yes	Yes	Yes	----/----	No	Install PAPIs on RW 18 and RW 36
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	No	No	Yes	----/----	No	Install rotating beacon, segmented circle and PAPIs on RW 15 and RW 33
Elberton	Elbert County Airport-Patz Field	EBA	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Ellijay	Gilmer County Airport	49A	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Folkston	Davis Field Airport	3J6	Yes	Yes	Yes	PAPI/----	No	Install PAPI on RW 36
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	Yes	No	Yes	----/----	No	Install segmented circle and PAPIs on RW 10 and RW 28
Hazlehurst	Hazlehurst Airport	AZE	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Jekyll Island	Jekyll Island Airport	09J	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Madison	Madison Municipal Airport	52A	Yes	Yes	Yes	PAPI/----	No	Install PAPI on RW 32
Mc Rae	Telfair-Wheeler Airport	MQW	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Metter	Metter Municipal Airport	MHP	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Millen	Millen Airport	2J5	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	Yes	Yes	Yes	PAPI/PAPI	Yes	-

TABLE 6-36: AIRPORT VISUAL NAVIGATION AIDS OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Rotating Beacon	Segmented Circle	Wind Cone	VGSI on Each Primary RW End)	Meets NAVAID objective	Improvement Needed to Meet Objectives
Moultrie	Spence Airport	MUL	No	No	Yes	----/----	No	Install rotating beacon, segmented circle and PAPIs on RW 14 and RW 32
Nahunta	Brantley County Airport	4J1	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Nashville	Berrien County Airport	4J2	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Quitman	Quitman Brooks County Airport	4J5	No	Yes	Yes	PAPI/PAPI	No	Install rotating beacon
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Soperton	Treutlen County Airport	4J8	No	No	Yes	----/----	No	Install rotating beacon, segmented circle and PAPIs on RW 16 and RW 34
Sylvester	Sylvester Airport	SYV	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Warm Springs	Roosevelt Memorial Airport	5A9	Yes	Yes	Yes	PAPI/PAPI	Yes	-
Waynesboro	Burke County Airport	BXG	Yes	Yes	Yes	----/----	No	Install PAPIs on RW 08 and RW 26
Wrens	Wrens Memorial Airport	65J	Yes	Yes	Yes	----/----	No	Install PAPIs on RW 11 and RW 29

Source: GDOT, Georgia Airports, FAA Form 5010

TABLE 6-37: WEATHER REPORTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Weather Reporting System	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: AWOS or ASOS					
Albany	Southwest Georgia Regional Airport	ABY	ASOS	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	ASOS	Yes	-
Athens	Athens-Ben Epps Airport	AHN	ASOS	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	AWOS	Yes	-
Columbus	Columbus Airport	CSG	ASOS	Yes	-
Macon	Middle Georgia Regional Airport	MCN	ASOS	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	ASOS	Yes	-
Valdosta	Valdosta Regional Airport	VLD	ASOS	Yes	-
Level III - General Aviation: AWOS or ASOS					
Americus	Jimmy Carter Regional Airport	ACJ	AWOS	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	ASOS	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	AWOS	Yes	-
Atlanta	Covington Municipal Airport	CVC	AWOS	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	ASOS	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	ASOS	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	AWOS	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	AWOS	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	AWOS	Yes	-
Blairsville	Blairsville Airport	DZJ	AWOS	Yes	-
Blakely	Early County Airport	BIJ	AWOS	Yes	-
Calhoun	Tom B. David Field Airport	CZL	AWOS	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	AWOS	Yes	-
Cartersville	Cartersville Airport	VPC	ASOS	Yes	-
Cornelia	Habersham County Airport	AJR	AWOS	Yes	-
Dalton	Dalton Municipal Airport	DNN	AWOS	Yes	-

TABLE 6-37: WEATHER REPORTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Weather Reporting System	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
Douglas	Douglas Municipal Airport	DQH	AWOS	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	AWOS	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	AWOS	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	ASOS	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	None	No	Install AWOS
Jesup	Jesup-Wayne County Airport	JES	AWOS	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	AWOS	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	AWOS	Yes	-
Louisville	Louisville Municipal Airport	2J3	AWOS	Yes	-
Milledgeville	Baldwin County Airport	MLJ	AWOS	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	ASOS	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	AWOS	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	AWOS	Yes	-
Thomasville	Thomasville Regional Airport	TVI	AWOS	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	AWOS	Yes	-
Tifton	Henry Tift Myers Airport	TMA	AWOS	Yes	-
Vidalia	Vidalia Regional Airport	VDI	AWOS	Yes	-
Waycross	Waycross-Ware County Airport	AYS	AWOS	Yes	-
Winder	Barrow County Airport	WDR	AWOS	Yes	-
Level II - AWOS or ASOS					
Adel	Cook County Airport	15J	None	No	Install AWOS
Alma	Bacon County Airport	AMG	ASOS	Yes	-
Baxley	Baxley Municipal Airport	BHC	AWOS	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	ASOS	Yes	-
Butler	Butler Municipal Airport	6A1	AWOS	Yes	-
Camilla	Camilla-Mitchell County Airport	CXU	AWOS	Yes	-

TABLE 6-37: WEATHER REPORTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Weather Reporting System	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
Canton	Cherokee County Airport	CNI	AWOS	Yes	-
Claxton	Claxton-Evans County Airport	CWV	AWOS	Yes	-
Cordele	Crisp County-Cordele Airport	CKF	AWOS	Yes	-
Dawson	Dawson Municipal Airport	16J	None	No	Install AWOS
Donalsonville	Donalsonville Municipal Airport	17J	AWOS	Yes	-
Fitzgerald	Fitzgerald Municipal Airport	FZG	AWOS	Yes	-
Greensboro	Greene County Regional Airport	3J7	AWOS	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	AWOS	Yes	-
Hampton	Henry County Airport	HMP	AWOS	Yes	-
Homerville	Homerville Airport	HOE	AWOS	Yes	-
Jasper	Pickens County Airport	JZP	AWOS	Yes	-
Jefferson	Jackson County Airport	JCA	AWOS	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	AWOS	Yes	-
Macon	Macon Downtown Airport	MAC	None	No	Install AWOS
Monroe	Monroe-Walton County Airport	D73	AWOS	Yes	-
Moultrie	Moultrie Municipal Airport	MGR	AWOS	Yes	-
Perry	Perry-Houston County Airport	PXE	AWOS	Yes	-
Pine Mountain	Harris County Airport	PIM	AWOS	Yes	-
Sandersville	Kaolin Field Airport	OKZ	AWOS	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	AWOS	Yes	-
Sylvania	Plantation Airpark	JYL	AWOS	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	AWOS	Yes	-
Washington	Washington-Wilkes County Airport	IIY	AWOS	Yes	-
Level I - Not an Objective					
Ashburn	Turner County Airport	75J	None	NA	-
Augusta	Daniel Field Airport	DNL	ASOS	NA	-

TABLE 6-37: WEATHER REPORTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Weather Reporting System	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
Buena Vista	Marion County Airport	82A	None	NA	-
Cairo	Cairo-Grady County Airport	70J	None	NA	-
Canon	Franklin County Airport	18A	AWOS	NA	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	None	NA	-
Cochran	Cochran Airport	48A	AWOS	NA	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	None	NA	-
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	None	NA	-
Elberton	Elbert County Airport-Patz Field	EBA	AWOS	Yes	-
Ellijay	Gilmer County Airport	49A	AWOS	NA	-
Folkston	Davis Field Airport	3J6	None	NA	-
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	None	NA	-
Hazlehurst	Hazlehurst Airport	AZE	AWOS	NA	-
Jekyll Island	Jekyll Island Airport	09J	None	NA	-
Madison	Madison Municipal Airport	52A	AWOS	NA	-
Mc Rae	Telfair-Wheeler Airport	MQW	AWOS	NA	-
Metter	Metter Municipal Airport	MHP	AWOS	NA	-
Millen	Millen Airport	2J5	None	NA	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	None	NA	-
Moultrie	Spence Airport	MUL	None	NA	-
Nahunta	Brantley County Airport	4J1	None	NA	-
Nashville	Berrien County Airport	4J2	None	NA	-
Quitman	Quitman Brooks County Airport	4J5	None	NA	-
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	None	NA	-
Soperton	Treutlen County Airport	4J8	None	NA	-
Sylvester	Sylvester Airport	SYV	None	NA	-
Warm Springs	Roosevelt Memorial Airport	5A9	None	NA	-

TABLE 6-37: WEATHER REPORTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Weather Reporting System	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
Waynesboro	Burke County Airport	BXG	None	NA	-
Wrens	Wrens Memorial Airport	65J	None	NA	-

Source: GDOT, Georgia Airports, FAA Form 5010
Note: NA = Not applicable - not an objective for Level I airports

TABLE 6-38: AIRFIELD SIGNAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Hold Position Signs	Location Signs	Guidance Signs	Meets Signage Objective	Improvement Needed to Meet Objectives
Level III - Commercial Service: Runway hold position signs, location and guidance signs							
Albany	Southwest Georgia Regional Airport	ABY	Yes	Yes	Yes	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	Yes	Yes	Yes	-
Athens	Athens-Ben Epps Airport	AHN	Yes	Yes	Yes	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	Yes	Yes	Yes	-
Columbus	Columbus Airport	CSG	Yes	Yes	Yes	Yes	-
Macon	Middle Georgia Regional Airport	MCN	Yes	Yes	Yes	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	Yes	Yes	Yes	-
Valdosta	Valdosta Regional Airport	VLD	Yes	Yes	Yes	Yes	-
Level III - General Aviation: Runway hold position signs, location and guidance signs							
Americus	Jimmy Carter Regional Airport	ACJ	Yes	Yes	Yes	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Yes	Yes	Yes	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	Yes	Yes	Yes	Yes	-
Atlanta	Covington Municipal Airport	CVC	No	Yes	Yes	No	Add RW hold signs
Atlanta	DeKalb-Peachtree Airport	PDK	Yes	Yes	Yes	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	Yes	Yes	Yes	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	Yes	Yes	No	No	Add guidance signs
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Yes	Yes	Yes	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	Yes	Yes	Yes	Yes	-
Blairsville	Blairsville Airport	DZJ	Yes	Yes	Yes	Yes	-
Blakely	Early County Airport	BIJ	No	No	Yes	No	Add RW hold signs and location signs
Calhoun	Tom B. David Field Airport	CZL	Yes	Yes	Yes	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Yes	Yes	Yes	Yes	-
Cartersville	Cartersville Airport	VPC	No	Yes	Yes	No	Add RW hold signs
Cornelia	Habersham County Airport	AJR	No	Yes	Yes	No	Add RW hold signs

TABLE 6-38: AIRFIELD SIGNAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Hold Position Signs	Location Signs	Guidance Signs	Meets Signage Objective	Improvement Needed to Meet Objectives
Dalton	Dalton Municipal Airport	DNN	Yes	No	No	No	Add location signs and guidance signs
Douglas	Douglas Municipal Airport	DQH	No	Yes	Yes	No	Add RW hold signs
Dublin	W.H. "Bud" Barron Airport	DBN	No	Yes	Yes	No	Add RW hold signs
Eastman	Heart Of Georgia Regional Airport	EZM	Yes	Yes	Yes	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	Yes	No	No	No	Add location signs and guidance signs
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	No	Yes	No	No	Add guidance signs
Jesup	Jesup-Wayne County Airport	JES	No	No	No	No	Add RW hold signs, location signs, and guidance signs
LaGrange	LaGrange-Callaway Airport	LGC	Yes	Yes	Yes	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Yes	Yes	Yes	Yes	-
Louisville	Louisville Municipal Airport	2J3	Yes	Yes	Yes	Yes	-
Milledgeville	Baldwin County Airport	MLJ	No	No	No	No	Add RW hold signs, location signs, and guidance signs
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Yes	Yes	Yes	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	Yes	Yes	Yes	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	Yes	Yes	Yes	Yes	-
Thomasville	Thomasville Regional Airport	TVI	Yes	Yes	Yes	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	No	Yes	Yes	No	Add RW hold signs
Tifton	Henry Tift Myers Airport	TMA	Yes	Yes	Yes	Yes	-
Vidalia	Vidalia Regional Airport	VDI	Yes	Yes	Yes	Yes	-
Waycross	Waycross-Ware County Airport	AYS	No	Yes	No	No	Add RW hold signs and guidance signs
Winder	Barrow County Airport	WDR	Yes	Yes	Yes	Yes	-
Level II - Runway hold position signs, location and guidance signs							
Adel	Cook County Airport	15J	Yes	Yes	Yes	Yes	-
Alma	Bacon County Airport	AMG	Yes	Yes	Yes	Yes	-

TABLE 6-38: AIRFIELD SIGNAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Hold Position Signs	Location Signs	Guidance Signs	Meets Signage Objective	Improvement Needed to Meet Objectives
Baxley	Baxley Municipal Airport	BHC	Yes	Yes	Yes	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	Yes	Yes	Yes	Yes	-
Butler	Butler Municipal Airport	6A1	No	No	No	No	Add RW hold signs, location signs, and guidance signs
Camilla	Camilla-Mitchell County Airport	CXU	Yes	Yes	Yes	Yes	-
Canton	Cherokee County Airport	CNI	Yes	Yes	Yes	Yes	-
Claxton	Claxton-Evans County Airport	CWV	No	No	No	No	Add RW hold signs, location signs, and guidance signs
Cordele	Crisp County-Cordele Airport	CKF	No	Yes	Yes	No	Add RW hold signs
Dawson	Dawson Municipal Airport	16J	Yes	Yes	No	No	Add guidance signs
Donalsonville	Donalsonville Municipal Airport	17J	No	Yes	Yes	No	Add RW hold signs
Fitzgerald	Fitzgerald Municipal Airport	FZG	No	Yes	Yes	No	Add RW hold signs
Greensboro	Greene County Regional Airport	3J7	Yes	Yes	Yes	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	No	Yes	Yes	No	Add RW hold signs
Hampton	Henry County Airport	HMP	No	Yes	No	No	Add RW hold signs and guidance signs
Homerville	Homerville Airport	HOE	No	No	No	No	Add RW hold signs, location signs, and guidance signs
Jasper	Pickens County Airport	JZP	Yes	Yes	Yes	Yes	-
Jefferson	Jackson County Airport	JCA	No	Yes	No	No	Add RW hold signs and guidance signs
LaFayette	Barwick LaFayette Airport	9A5	No	Yes	Yes	No	Add RW hold signs
Macon	Macon Downtown Airport	MAC	Yes	Yes	Yes	Yes	-
Monroe	Monroe-Walton County Airport	D73	No	No	Yes	No	Add RW hold signs and location signs
Moultrie	Moultrie Municipal Airport	MGR	Yes	No	Yes	No	Add location signs
Perry	Perry-Houston County Airport	PXE	Yes	Yes	No	No	Add guidance signs
Pine Mountain	Harris County Airport	PIM	No	Yes	Yes	No	Add RW hold signs
Sandersville	Kaolin Field Airport	OKZ	Yes	Yes	Yes	Yes	-

TABLE 6-38: AIRFIELD SIGNAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Hold Position Signs	Location Signs	Guidance Signs	Meets Signage Objective	Improvement Needed to Meet Objectives
Swainsboro	East Georgia Regional Airport	SBO	Yes	Yes	Yes	Yes	-
Sylvania	Plantation Airpark	JYL	No	No	No	No	Add RW hold signs, location signs, and guidance signs
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	No	Yes	Yes	No	Add RW hold signs
Washington	Washington-Wilkes County Airport	IIY	Yes	Yes	Yes	Yes	-
Level I - No Objective							
Ashburn	Turner County Airport	75J	No	No	Yes	NA	-
Augusta	Daniel Field Airport	DNL	Yes	Yes	Yes	NA	-
Buena Vista	Marion County Airport	82A	Yes	No	No	NA	-
Cairo	Cairo-Grady County Airport	70J	Yes	No	No	NA	-
Canon	Franklin County Airport	18A	No	Yes	Yes	NA	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	No	No	No	NA	-
Cochran	Cochran Airport	48A	No	No	No	NA	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	Yes	No	No	NA	-
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	No	No	No	NA	-
Elberton	Elbert County Airport-Patz Field	EBA	No	No	No	NA	-
Ellijay	Gilmer County Airport	49A	No	No	Yes	NA	-
Folkston	Davis Field Airport	3J6	No	No	No	NA	-
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No	No	No	NA	-
Hazlehurst	Hazlehurst Airport	AZE	No	Yes	Yes	NA	-
Jekyll Island	Jekyll Island Airport	09J	No	No	No	NA	-
Madison	Madison Municipal Airport	52A	Yes	Yes	Yes	NA	-
Mc Rae	Telfair-Wheeler Airport	MQW	No	No	No	NA	-
Metter	Metter Municipal Airport	MHP	Yes	Yes	Yes	NA	-
Millen	Millen Airport	2J5	Yes	Yes	Yes	NA	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	No	No	No	NA	-

TABLE 6-38: AIRFIELD SIGNAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Hold Position Signs	Location Signs	Guidance Signs	Meets Signage Objective	Improvement Needed to Meet Objectives
Moultrie	Spence Airport	MUL	No	No	No	NA	-
Nahunta	Brantley County Airport	4J1	No	No	No	NA	-
Nashville	Berrien County Airport	4J2	Yes	Yes	Yes	NA	-
Quitman	Quitman Brooks County Airport	4J5	Yes	No	Yes	NA	-
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Yes	Yes	Yes	NA	-
Soperton	Treutlen County Airport	4J8	No	No	No	NA	-
Sylvester	Sylvester Airport	SYV	Yes	Yes	Yes	NA	-
Warm Springs	Roosevelt Memorial Airport	5A9	Yes	Yes	Yes	NA	-
Waynesboro	Burke County Airport	BXG	No	No	No	NA	-
Wrens	Wrens Memorial Airport	65J	No	No	No	NA	-

Source: GDOT, Georgia Airports, FAA Form 5010
Note: NA = Not applicable; not an objective for Level I airports.

TABLE 6-39: FENCING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Full Perimeter Fencing	Meets Fencing Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: Full Perimeter Fencing					
Albany	Southwest Georgia Regional Airport	ABY	Yes	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	Yes	-
Athens	Athens-Ben Epps Airport	AHN	Yes	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	Yes	-
Columbus	Columbus Airport	CSG	Yes	Yes	-
Macon	Middle Georgia Regional Airport	MCN	Yes	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	Yes	-
Valdosta	Valdosta Regional Airport	VLD	Yes	Yes	-
Level III - General Aviation: Full Perimeter Fencing					
Americus	Jimmy Carter Regional Airport	ACJ	No	No	Install 10,000' fencing
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	No	No	Install 1,845 fencing
Atlanta	Cobb County International Airport-McCollum Field	RYY	Yes	Yes	-
Atlanta	Covington Municipal Airport	CVC	Yes	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	Yes	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	No	No	Install 200' fencing
Atlanta	Newnan-Coweta County Airport	CCO	No	No	Install 20,000' fencing
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	No	No	Install 10,000' fencing
Bainbridge	Decatur County Industrial Air Park	BGE	No	No	Install 22,000' fencing
Blairsville	Blairsville Airport	DZJ	No	No	Install 4,777' fencing
Blakely	Early County Airport	BIJ	No	No	Install 19,200' fencing
Calhoun	Tom B. David Field Airport	CZL	No	No	Install 20,000' fencing
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	No	No	Install 14,500' fencing
Cartersville	Cartersville Airport	VPC	No	No	Install 10,200' fencing
Cornelia	Habersham County Airport	AJR	No	No	Install 14,000' fencing

TABLE 6-39: FENCING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Full Perimeter Fencing	Meets Fencing Objective	Improvement Needed to Meet Objective
Dalton	Dalton Municipal Airport	DNN	Yes	Yes	-
Douglas	Douglas Municipal Airport	DQH	No	No	Install 3,500' fencing
Dublin	W.H. "Bud" Barron Airport	DBN	Yes	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	Yes	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	Yes	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	No	No	Install 16,920' fencing
Jesup	Jesup-Wayne County Airport	JES	No	No	Install 28,000' fencing
LaGrange	LaGrange-Callaway Airport	LGC	Yes	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Yes	Yes	-
Louisville	Louisville Municipal Airport	2J3	Yes	Yes	-
Milledgeville	Baldwin County Airport	MLJ	Yes	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	No	No	Install 15,000' fencing
Statesboro	Statesboro-Bulloch County Airport	TBR	No	No	Install 34,000' fencing
Thomaston	Thomaston-Upson County Airport	OPN	No	No	Install 17,000' fencing
Thomasville	Thomasville Regional Airport	TVI	No	No	Install 21,680' fencing
Thomson	Thomson-McDuffie Regional Airport	HQU	No	No	Install 14.350' fencing
Tifton	Henry Tift Myers Airport	TMA	No	No	Install 6,000' fencing
Vidalia	Vidalia Regional Airport	VDI	No	No	Install 30,000' fencing
Waycross	Waycross-Ware County Airport	AYS	No	No	Install 17,500' fencing
Winder	Barrow County Airport	WDR	Yes	Yes	-
Level II - Full Perimeter Fencing					
Adel	Cook County Airport	15J	No	No	Install 15,000' fencing
Alma	Bacon County Airport	AMG	No	No	Install 15,800' fencing
Baxley	Baxley Municipal Airport	BHC	Yes	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	Yes	Yes	-

TABLE 6-39: FENCING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Full Perimeter Fencing	Meets Fencing Objective	Improvement Needed to Meet Objective
Butler	Butler Municipal Airport	6A1	No	No	Install 1,500' fencing
Camilla	Camilla-Mitchell County Airport	CXU	No	No	Install 16,000' fencing
Canton	Cherokee County Airport	CNI	No	No	Install 10,000' fencing
Claxton	Claxton-Evans County Airport	CWV	No	No	Install 12,000' fencing
Cordele	Crisp County-Cordele Airport	CKF	No	No	Install 17,500' fencing
Dawson	Dawson Municipal Airport	16J	No	No	Install 12,000' fencing
Donalsonville	Donalsonville Municipal Airport	17J	No	No	Install 17,000' fencing
Fitzgerald	Fitzgerald Municipal Airport	FZG	No	No	Install 24,000' fencing
Greensboro	Greene County Regional Airport	3J7	Yes	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	No	No	Install 5,240' fencing
Hampton	Henry County Airport	HMP	No	No	Install 29,500' fencing
Homerville	Homerville Airport	HOE	No	No	Install 22,000' fencing
Jasper	Pickens County Airport	JZP	No	No	Install 30,000' fencing
Jefferson	Jackson County Airport	JCA	No	No	Install 7,000' fencing
LaFayette	Barwick LaFayette Airport	9A5	No	No	Install 12,000' fencing
Macon	Macon Downtown Airport	MAC	No	No	Install 6,251' fencing
Monroe	Monroe-Walton County Airport	D73	Yes	Yes	-
Moultrie	Moultrie Municipal Airport	MGR	No	No	Install 17,500' fencing
Perry	Perry-Houston County Airport	PXE	No	No	Install 19,056' fencing
Pine Mountain	Harris County Airport	PIM	No	No	Install 21,000' fencing
Sandersville	Kaolin Field Airport	OKZ	No	No	Install 18,000' fencing
Swainsboro	East Georgia Regional Airport	SBO	Yes	Yes	-
Sylvania	Plantation Airpark	JYL	No	No	Install 34,000' fencing
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	No	No	Install 16,500' fencing
Washington	Washington-Wilkes County Airport	IIY	No	No	Install 6,800' fencing
Level I - Fence operations area at a minimum; entire airport desirable					

TABLE 6-39: FENCING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Full Perimeter Fencing	Meets Fencing Objective	Improvement Needed to Meet Objective
Ashburn	Turner County Airport	75J	No	No	Full perimeter in CIP (2018)
Augusta	Daniel Field Airport	DNL	Yes	Yes	-
Buena Vista	Marion County Airport	82A	No	No	Install 1,360 fencing for operations area
Cairo	Cairo-Grady County Airport	70J	No	No	Install 5,700' fencing
Canon	Franklin County Airport	18A	No	No	Install 10,000' fencing
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	No	No	Install 3,000' fencing for operations area
Cochran	Cochran Airport	48A	No	No	Install 700' fencing for full perimeter
Cuthbert	Lower Chattahoochee Regional Airport	25J	No	Yes	-
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	No	No	Install 1,150' fencing for operations area
Elberton	Elbert County Airport-Patz Field	EBA	No	Yes	-
Ellijay	Gilmer County Airport	49A	No	No	Install 1,345' fencing for operations area
Folkston	Davis Field Airport	3J6	No	No	Install 1,525' fencing for operations area
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No	No	Install 150' fencing for operations area
Hazlehurst	Hazlehurst Airport	AZE	Yes	Yes	-
Jekyll Island	Jekyll Island Airport	09J	No	Yes	Fencing not needed along water
Madison	Madison Municipal Airport	52A	Yes	Yes	-
Mc Rae	Telfair-Wheeler Airport	MQW	No	No	Install 1,800' fencing for operations area
Metter	Metter Municipal Airport	MHP	Yes	Yes	-
Millen	Millen Airport	2J5	No	No	Install 3,930' fencing
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	No	No	Install 2,850' fencing for operations area
Moultrie	Spence Airport	MUL	Yes	Yes	-
Nahunta	Brantley County Airport	4J1	Yes	Yes	-
Nashville	Berrien County Airport	4J2	No	No	Install 9,750' fencing
Quitman	Quitman Brooks County Airport	4J5	No	No	Install 3,425' fencing
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Yes	Yes	-
Soperton	Treutlen County Airport	4J8	No	No	Install 2,000' fencing for operation area

TABLE 6-39: FENCING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Full Perimeter Fencing	Meets Fencing Objective	Improvement Needed to Meet Objective
Sylvester	Sylvester Airport	SYV	No	No	Install 600' fencing for operations area
Warm Springs	Roosevelt Memorial Airport	5A9	No	No	Install 2,600' fencing for operations area
Waynesboro	Burke County Airport	BXG	No	No	Install 1,200' fencing for operations area
Wrens	Wrens Memorial Airport	65J	No	No	Install 2,400' fencing for operations area

Source: GDOT, Georgia Airports

TABLE 6-40: HANGAR STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Hangar Objective	No. of Existing Hangar Spaces	Meets Hangar Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: 70% of Based Aircraft in Hangars						
Albany	Southwest Georgia Regional Airport	ABY	23	27	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	10	10	Yes	-
Athens	Athens-Ben Epps Airport	AHN	71	120	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	29	64	Yes	-
Columbus	Columbus Airport	CSG	101	143	Yes	-
Macon	Middle Georgia Regional Airport	MCN	75	37	No	Add 38 hangar spaces
Savannah	Savannah-Hilton Head International Airport	SAV	104	106	Yes	-
Valdosta	Valdosta Regional Airport	VLD	40	70	Yes	-
Level III - General Aviation: 70% of Based Aircraft in Hangars						
Americus	Jimmy Carter Regional Airport	ACJ	22	27	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	138	185	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	235	171	No	Add 64 hangar spaces
Atlanta	Covington Municipal Airport	CVC	30	31	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	268	232	No	Add 36 hangar spaces
Atlanta	Fulton County Airport-Brown Field	FTY	64	144	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	74	92	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	15	27	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	32	44	Yes	-
Blairsville	Blairsville Airport	DZJ	36	36	Yes	-
Blakely	Early County Airport	BIJ	11	15	Yes	-
Calhoun	Tom B. David Field Airport	CZL	83	110	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	80	100	Yes	-
Cartersville	Cartersville Airport	VPC	106	124	Yes	-
Cornelia	Habersham County Airport	AJR	57	44	No	Add 13 hangar spaces
Dalton	Dalton Municipal Airport	DNN	35	46	Yes	-

TABLE 6-40: HANGAR STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Hangar Objective	No. of Existing Hangar Spaces	Meets Hangar Objective	Improvement Needed to Meet Objective
Douglas	Douglas Municipal Airport	DQH	24	33	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	19	52	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	20	37	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	104	95	No	Add 9 hangar spaces
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	19	20	Yes	-
Jesup	Jesup-Wayne County Airport	JES	12	15	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	44	45	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	165	206	Yes	-
Louisville	Louisville Municipal Airport	2J3	12	15	Yes	-
Milledgeville	Baldwin County Airport	MLJ	19	15	No	Add 4 hangar spaces
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	60	105	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	49	60	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	70	104	Yes	-
Thomasville	Thomasville Regional Airport	TVI	46	48	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	19	35	Yes	-
Tifton	Henry Tift Myers Airport	TMA	26	34	Yes	-
Vidalia	Vidalia Regional Airport	VDI	25	24	No	Add 1 hangar spaces
Waycross	Waycross-Ware County Airport	AYS	27	64	Yes	-
Winder	Barrow County Airport	WDR	84	68	No	Add 16 hangar spaces
Level II - 60% of Based Aircraft in Hangars						
Adel	Cook County Airport	15J	17	28	Yes	-
Alma	Bacon County Airport	AMG	7	21	Yes	-
Baxley	Baxley Municipal Airport	BHC	9	20	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	52	114	Yes	-
Butler	Butler Municipal Airport	6A1	7	13	Yes	-

TABLE 6-40: HANGAR STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Hangar Objective	No. of Existing Hangar Spaces	Meets Hangar Objective	Improvement Needed to Meet Objective
Camilla	Camilla-Mitchell County Airport	CXU	17	27	Yes	-
Canton	Cherokee County Airport	CNI	72	64	No	Add 8 hangar spaces
Claxton	Claxton-Evans County Airport	CWV	7	12	Yes	-
Cordele	Crisp County-Cordele Airport	CKF	13	32	Yes	-
Dawson	Dawson Municipal Airport	16J	27	37	Yes	-
Donalsonville	Donalsonville Municipal Airport	17J	14	17	Yes	-
Fitzgerald	Fitzgerald Municipal Airport	FZG	21	34	Yes	-
Greensboro	Greene County Regional Airport	3J7	10	14	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	77	144	Yes	-
Hampton	Henry County Airport	HMP	56	95	Yes	-
Homerville	Homerville Airport	HOE	1	5	Yes	-
Jasper	Pickens County Airport	JZP	43	42	No	Add 1 hangar space
Jefferson	Jackson County Airport	JCA	39	54	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	35	35	Yes	-
Macon	Macon Downtown Airport	MAC	21	20	No	Add 1 hangar spaces
Monroe	Monroe-Walton County Airport	D73	25	26	Yes	-
Moultrie	Moultrie Municipal Airport	MGR	21	37	Yes	-
Perry	Perry-Houston County Airport	PXE	60	82	Yes	-
Pine Mountain	Harris County Airport	PIM	15	39	Yes	-
Sandersville	Kaolin Field Airport	OKZ	11	17	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	9	30	Yes	-
Sylvania	Plantation Airpark	JYL	29	40	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	35	44	Yes	-
Washington	Washington-Wilkes County Airport	IIY	11	14	Yes	-
Level I - 60% of Based Aircraft in Hangars						
Ashburn	Turner County Airport	75J	2	4	Yes	-

TABLE 6-40: HANGAR STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Hangar Objective	No. of Existing Hangar Spaces	Meets Hangar Objective	Improvement Needed to Meet Objective
Augusta	Daniel Field Airport	DNL	37	24	No	Add 13 hangar spaces
Buena Vista	Marion County Airport	82A	0	0	Yes	-
Cairo	Cairo-Grady County Airport	70J	11	17	Yes	-
Canon	Franklin County Airport	18A	15	33	Yes	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	14	46	Yes	-
Cochran	Cochran Airport	48A	11	8	No	Add 3 hangar spaces
Cuthbert	Lower Chattahoochee Regional Airport	25J	2	3	Yes	-
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	13	14	Yes	-
Elberton	Elbert County Airport-Patz Field	EBA	17	23	Yes	-
Ellijay	Gilmer County Airport	49A	13	12	No	Add 1 hangar spaces
Folkston	Davis Field Airport	3J6	3	5	Yes	-
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	1	4	Yes	-
Hazlehurst	Hazlehurst Airport	AZE	19	20	Yes	-
Jekyll Island	Jekyll Island Airport	09J	3	3	Yes	-
Madison	Madison Municipal Airport	52A	12	11	No	Add 1 hangar spaces
Mc Rae	Telfair-Wheeler Airport	MQW	7	8	Yes	-
Metter	Metter Municipal Airport	MHP	13	24	Yes	-
Millen	Millen Airport	2J5	3	8	Yes	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	6	9	Yes	-
Moultrie	Spence Airport	MUL	2	0	No	Add 2 hangar spaces
Nahunta	Brantley County Airport	4J1	0	0	Yes	-
Nashville	Berrien County Airport	4J2	6	7	Yes	-
Quitman	Quitman Brooks County Airport	4J5	14	6	No	Add 8 hangar spaces
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	7	9	Yes	-
Soperton	Treutlen County Airport	4J8	0	0	Yes	-
Sylvester	Sylvester Airport	SYV	1	1	Yes	-

TABLE 6-40: HANGAR STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Hangar Objective	No. of Existing Hangar Spaces	Meets Hangar Objective	Improvement Needed to Meet Objective
Warm Springs	Roosevelt Memorial Airport	5A9	9	15	Yes	-
Waynesboro	Burke County Airport	BXG	8	6	No	Add 2 hangar spaces
Wrens	Wrens Memorial Airport	65J	6	8	Yes	-

Source: GDOT, Georgia Airports

TABLE 6-41: APRON STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Tiedown Objective	No. of Existing Aircraft Tiedowns	Meets Tiedown Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: Apron Parking for 30% of Based Aircraft Fleet plus an Additional 75% for Transient Aircraft						
Albany	Southwest Georgia Regional Airport	ABY	18	8	No	Add 10 apron parking spaces
Augusta	Augusta Regional Airport at Bush Field	AGS	8	38	Yes	-
Athens	Athens-Ben Epps Airport	AHN	54	80	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	22	80	Yes	-
Columbus	Columbus Airport	CSG	77	35	No	Add 42 apron parking spaces
Macon	Middle Georgia Regional Airport	MCN	57	55	No	Add 2 apron parking spaces
Savannah	Savannah-Hilton Head International Airport	SAV	79	105	Yes	-
Valdosta	Valdosta Regional Airport	VLD	30	79	Yes	-
Level III - General Aviation: Apron Parking for 30% of Based Aircraft Fleet plus an Additional 75% for Transient Aircraft						
Americus	Jimmy Carter Regional Airport	ACJ	17	34	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	103	115	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	176	200	Yes	-
Atlanta	Covington Municipal Airport	CVC	23	12	No	Add 11 apron parking spaces
Atlanta	DeKalb-Peachtree Airport	PDK	201	177	No	Add 24 apron parking spaces
Atlanta	Fulton County Airport-Brown Field	FTY	48	60	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	55	64	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	12	20	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	24	200	Yes	-
Blairsville	Blairsville Airport	DZJ	27	28	Yes	-
Blakely	Early County Airport	BIJ	8	30	Yes	-
Calhoun	Tom B. David Field Airport	CZL	62	4	No	Add 58 apron parking spaces
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	60	41	No	Add 19 apron parking spaces
Cartersville	Cartersville Airport	VPC	80	60	No	Add 20 apron parking spaces
Cornelia	Habersham County Airport	AJR	43	20	No	Add 23 apron parking spaces
Dalton	Dalton Municipal Airport	DNN	26	35	Yes	-

TABLE 6-41: APRON STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Tiedown Objective	No. of Existing Aircraft Tiedowns	Meets Tiedown Objective	Improvement Needed to Meet Objective
Douglas	Douglas Municipal Airport	DQH	18	41	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	14	37	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	15	10	No	Add 5 apron parking spaces
Gainesville	Lee Gilmer Memorial Airport	GVL	78	48	No	Add 30 apron parking spaces
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	14	20	Yes	-
Jesup	Jesup-Wayne County Airport	JES	9	10	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	33	35	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	124	227	Yes	-
Louisville	Louisville Municipal Airport	2J3	9	12	Yes	-
Milledgeville	Baldwin County Airport	MLJ	14	16	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	45	69	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	37	30	No	Add 7 apron parking spaces
Thomaston	Thomaston-Upson County Airport	OPN	52	75	Yes	-
Thomasville	Thomasville Regional Airport	TVI	35	15	No	Add 20 apron parking spaces
Thomson	Thomson-McDuffie Regional Airport	HQU	14	8	No	Add 6 apron parking spaces
Tifton	Henry Tift Myers Airport	TMA	19	20	Yes	-
Vidalia	Vidalia Regional Airport	VDI	19	16	No	Add 3 apron parking spaces
Waycross	Waycross-Ware County Airport	AYS	20	21	Yes	-
Winder	Barrow County Airport	WDR	63	19	No	Add 44 apron parking spaces
Level II - Apron Parking for 40% of Based Aircraft Fleet plus an Additional 50% for Transient Aircraft						
Adel	Cook County Airport	15J	17	33	Yes	-
Alma	Bacon County Airport	AMG	7	15	Yes	-
Baxley	Baxley Municipal Airport	BHC	9	14	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	52	65	Yes	-
Butler	Butler Municipal Airport	6A1	7	39	Yes	-

TABLE 6-41: APRON STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Tiedown Objective	No. of Existing Aircraft Tiedowns	Meets Tiedown Objective	Improvement Needed to Meet Objective
Camilla	Camilla-Mitchell County Airport	CXU	17	9	No	Add 8 apron parking spaces
Canton	Cherokee County Airport	CNI	72	54	No	Add 18 apron parking spaces
Claxton	Claxton-Evans County Airport	CWV	7	16	Yes	-
Cordele	Crisp County-Cordele Airport	CKF	11	18	Yes	-
Dawson	Dawson Municipal Airport	16J	27	20	No	Add 7 apron parking spaces
Donalsonville	Donalsonville Municipal Airport	17J	14	9	No	Add 5 apron parking spaces
Fitzgerald	Fitzgerald Municipal Airport	FZG	21	28	Yes	-
Greensboro	Greene County Regional Airport	3J7	10	40	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	66	12	No	Add 54 apron parking spaces
Hampton	Henry County Airport	HMP	56	75	Yes	-
Homerville	Homerville Airport	HOE	1	10	Yes	-
Jasper	Pickens County Airport	JZP	43	32	No	Add 11 apron parking spaces
Jefferson	Jackson County Airport	JCA	39	49	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	35	16	No	Add 19 apron parking spaces
Macon	Macon Downtown Airport	MAC	21	20	No	Add 1 apron parking spaces
Monroe	Monroe-Walton County Airport	D73	25	32	Yes	-
Moultrie	Moultrie Municipal Airport	MGR	21	10	No	Add 11 apron parking spaces
Perry	Perry-Houston County Airport	PXE	60	32	No	Add 28 apron parking spaces
Pine Mountain	Harris County Airport	PIM	15	69	Yes	-
Sandersville	Kaolin Field Airport	OKZ	11	25	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	9	20	Yes	-
Sylvania	Plantation Airpark	JYL	29	26	No	Add 3 apron parking spaces
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	35	40	Yes	-
Washington	Washington-Wilkes County Airport	IIY	11	6	No	Add 5 apron parking spaces
Level I - Apron Parking for 40% of Based Aircraft Fleet plus an Additional 25% for Transient Aircraft						
Ashburn	Turner County Airport	75J	2	11	Yes	-

TABLE 6-41: APRON STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Tiedown Objective	No. of Existing Aircraft Tiedowns	Meets Tiedown Objective	Improvement Needed to Meet Objective
Augusta	Daniel Field Airport	DNL	31	99	Yes	-
Buena Vista	Marion County Airport	82A	0	4	Yes	-
Cairo	Cairo-Grady County Airport	70J	9	7	No	Add 2 apron parking spaces
Canon	Franklin County Airport	18A	12	7	No	Add 5 apron parking spaces
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	12	15	Yes	-
Cochran	Cochran Airport	48A	9	16	Yes	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	2	6	Yes	-
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	11	11	Yes	-
Elberton	Elbert County Airport-Patz Field	EBA	12	10	No	Add 2 apron parking spaces
Ellijay	Gilmer County Airport	49A	11	13	Yes	-
Folkston	Davis Field Airport	3J6	3	3	Yes	-
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	1	6	Yes	-
Hazlehurst	Hazlehurst Airport	AZE	15	3	No	Add 12 apron parking spaces
Jekyll Island	Jekyll Island Airport	09J	3	22	Yes	-
Madison	Madison Municipal Airport	52A	10	12	Yes	-
Mc Rae	Telfair-Wheeler Airport	MQW	6	3	No	Add 3 apron parking spaces
Metter	Metter Municipal Airport	MHP	11	13	Yes	-
Millen	Millen Airport	2J5	3	9	Yes	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	5	0	No	Add 5 apron parking spaces
Moultrie	Spence Airport	MUL	2	50	Yes	-
Nahunta	Brantley County Airport	4J1	0	3	Yes	-
Nashville	Berrien County Airport	4J2	5	11	Yes	-
Quitman	Quitman Brooks County Airport	4J5	12	5	No	Add 7 apron parking spaces
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	6	4	No	Add 2 apron parking spaces
Soperton	Treutlen County Airport	4J8	0	0	Yes	-
Sylvester	Sylvester Airport	SYV	1	19	Yes	-

TABLE 6-41: APRON STORAGE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Tiedown Objective	No. of Existing Aircraft Tiedowns	Meets Tiedown Objective	Improvement Needed to Meet Objective
Warm Springs	Roosevelt Memorial Airport	5A9	7	10	Yes	-
Waynesboro	Burke County Airport	BXG	7	8	Yes	-
Wrens	Wrens Memorial Airport	65J	5	4	No	Add 1 apron parking spaces

Source: GDOT, Georgia Airports

TABLE 6-42: TERMINAL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	General Aviation Terminal Size (sq ft)	Restrooms	Conference Room	Pilot Lounge	Meets Terminal Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: 2,500 sq. ft. Minimum of Public Use Space including Restrooms, Conference Area, and Pilots' Lounge								
Albany	Southwest Georgia Regional Airport	ABY	4,000	Yes	Yes	Yes	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	11,078	Yes	Yes	Yes	Yes	-
Athens	Athens-Ben Epps Airport	AHN	7,000	Yes	Yes	Yes	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	3,500	Yes	Yes	Yes	Yes	-
Columbus	Columbus Airport	CSG	3,200	Yes	Yes	Yes	Yes	-
Macon	Middle Georgia Regional Airport	MCN	4,000	Yes	Yes	Yes	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	16,883	Yes	Yes	Yes	Yes	-
Valdosta	Valdosta Regional Airport	VLD	10,000	Yes	Yes	Yes	Yes	-
Level III - General Aviation: 2,500 sq. ft. Minimum of Public Use Space including Restrooms, Conference Area, and Pilots' Lounge								
Americus	Jimmy-Carter Regional Airport	ACJ	4,000	Yes	Yes	Yes	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	8,000	Yes	Yes	Yes	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	5,792	Yes	Yes	Yes	Yes	-
Atlanta	Covington Municipal Airport	CVC	19,000	Yes	Yes	Yes	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	20,000	Yes	Yes	Yes	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	7,576	Yes	Yes	Yes	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	5,500	Yes	Yes	Yes	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	23,000	Yes	Yes	Yes	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	4,000	Yes	Yes	Yes	Yes	-
Blairsville	Blairsville Airport	DZJ	5,000	Yes	Yes	Yes	Yes	-
Blakely	Early County Airport	BIJ	1,800	Yes	Yes	Yes	No	Add 700 sq ft terminal space
Calhoun	Tom B. David Field Airport	CZL	4,000	Yes	Yes	Yes	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	1,000	Yes	Yes	Yes	No	Add 1,500 sq ft terminal space
Cartersville	Cartersville Airport	VPC	3,000	Yes	No	Yes	No	Add conference area
Cornelia	Habersham County Airport	AJR	1,400	Yes	Yes	No	No	Add 1,100 sq ft terminal space

TABLE 6-42: TERMINAL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	General Aviation Terminal Size (sq ft)	Restrooms	Conference Room	Pilot Lounge	Meets Terminal Objective	Improvement Needed to Meet Objective
Dalton	Dalton Municipal Airport	DNN	2,450	Yes	Yes	Yes	Yes	-
Douglas	Douglas Municipal Airport	DQH	7,000	Yes	Yes	Yes	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	4,500	Yes	Yes	Yes	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	12,000	Yes	Yes	Yes	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	6,300	Yes	Yes	Yes	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	13,825	Yes	Yes	Yes	Yes	-
Jesup	Jesup-Wayne County Airport	JES	5,200	Yes	Yes	Yes	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	5,000	Yes	Yes	Yes	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	16,000	Yes	Yes	Yes	Yes	-
Louisville	Louisville Municipal Airport	2J3	400	Yes	Yes	Yes	No	Add 2,100 sq ft of terminal space
Milledgeville	Baldwin County Airport	MLJ	2,500	Yes	Yes	Yes	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	3,500	Yes	Yes	Yes	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	4,200	Yes	Yes	Yes	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	3,000	Yes	Yes	Yes	Yes	-
Thomasville	Thomasville Regional Airport	TVI	4,000	Yes	Yes	Yes	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	6,300	Yes	Yes	Yes	Yes	-
Tifton	Henry Tift Myers Airport	TMA	7,000	Yes	Yes	Yes	Yes	-
Vidalia	Vidalia Regional Airport	VDI	4,000	Yes	Yes	Yes	Yes	-
Waycross	Waycross-Ware County Airport	AYS	3,500	Yes	Yes	Yes	Yes	-
Winder	Barrow County Airport	WDR	7,000	Yes	Yes	Yes	Yes	-
Level II - 1,500 sq. ft. Minimum of Public Use Space including Restrooms, Conference Area, and Pilots' Lounge								
Adel	Cook County Airport	15J	3,200	Yes	Yes	Yes	Yes	-
Alma	Bacon County Airport	AMG	1,000	Yes	No	No	No	Add 500 sq ft of terminal space; add conference area and pilots' lounge
Baxley	Baxley Municipal Airport	BHC	5,000	Yes	Yes	Yes	Yes	-

TABLE 6-42: TERMINAL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	General Aviation Terminal Size (sq ft)	Restrooms	Conference Room	Pilot Lounge	Meets Terminal Objective	Improvement Needed to Meet Objective
Brunswick	McKinnon-St. Simons Island Airport	SSI	6,000	Yes	Yes	Yes	Yes	-
Butler	Butler Municipal Airport	6A1	None	No	No	No	No	Add 1,500 sq ft. terminal with restroom, conference area, and pilots' lounge
Camilla	Camilla-Mitchell County Airport	CXU	800	Yes	Yes	Yes	No	Add 700 sq ft of terminal space
Canton	Cherokee County Airport	CNI	10,000	Yes	Yes	Yes	Yes	-
Claxton	Claxton-Evans County Airport	CWV	800	Yes	Yes	Yes	No	Add 700 sq ft of terminal space
Cordele	Crisp County-Cordele Airport	CKF	1,000	Yes	Yes	Yes	No	Add 1,000 sq ft terminal space
Dawson	Dawson Municipal Airport	16J	1,000	Yes	Yes	Yes	No	Add 500 sq ft of terminal space
Donalsonville	Donalsonville Municipal Airport	17J	800	Yes	Yes	Yes	No	Add 700 sq ft of terminal space
Fitzgerald	Fitzgerald Municipal Airport	FZG	4,800	Yes	Yes	Yes	Yes	-
Greensboro	Greene County Regional Airport	3J7	5,000	Yes	Yes	Yes	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	1,800	Yes	Yes	Yes	Yes	-
Hampton	Henry County Airport	HMP	700	Yes	Yes	Yes	No	Add 800 sq ft of terminal space
Homerville	Homerville Airport	HOE	None	No	No	No	No	Add 1,500 sq ft. terminal with restroom, conference area, and pilots' lounge
Jasper	Pickens County Airport	JZP	1,500	Yes	No	Yes	No	Add conference area
Jefferson	Jackson County Airport	JCA	1,600	Yes	Yes	Yes	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	3,700	Yes	Yes	Yes	Yes	-
Macon	Macon Downtown Airport	MAC	2,000	Yes	Yes	Yes	Yes	-
Monroe	Monroe-Walton County Airport	D73	288	Yes	No	Yes	No	Add 1,212 sq ft of terminal space and conference area
Moultrie	Moultrie Municipal Airport	MGR	4,000	Yes	Yes	Yes	Yes	-
Perry	Perry-Houston County Airport	PXE	2,367	Yes	Yes	Yes	Yes	-
Pine Mountain	Harris County Airport	PIM	1,268	Yes	Yes	Yes	No	Add 232 sq ft of terminal space
Sandersville	Kaolin Field Airport	OKZ	4,800	Yes	Yes	Yes	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	3,500	Yes	Yes	Yes	Yes	-

TABLE 6-42: TERMINAL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	General Aviation Terminal Size (sq ft)	Restrooms	Conference Room	Pilot Lounge	Meets Terminal Objective	Improvement Needed to Meet Objective
Sylvania	Plantation Airpark	JYL	1,600	Yes	Yes	Yes	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	5,800	Yes	Yes	Yes	Yes	-
Washington	Washington-Wilkes County Airport	IIY	1,000	Yes	No	Yes	No	Add 500 sq ft of terminal space and conference area
Level I - 750 sq. ft. Enclosed Space for Public Use with Restrooms								
Ashburn	Turner County Airport	75J	1,500	Yes	Yes	Yes	Yes	-
Augusta	Daniel Field Airport	DNL	6,700	Yes	Yes	Yes	Yes	-
Buena Vista	Marion County Airport	82A	None	No	No	No	No	Add 750 sq ft. terminal with restroom
Cairo	Cairo-Grady County Airport	70J	1,000	Yes	Yes	Yes	Yes	-
Canon	Franklin County Airport	18A	1,200	Yes	Yes	Yes	Yes	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	600	Yes	No	Yes	No	Add 150 sq ft of terminal space
Cochran	Cochran Airport	48A	None	No	No	No	No	Add 750 sq ft. terminal
Cuthbert	Lower Chattahoochee Regional Airport	25J	None	No	No	No	No	Add 750 sq ft Enclosed Space for Public Use with Restrooms
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	384	Yes	Yes	No	No	Add 750 sq ft. terminal with restroom
Elberton	Elbert County Airport-Patz Field	EBA	600	Yes	Yes	Yes	No	add 150 sq ft of terminal space
Ellijay	Gilmer County Airport	49A	2,000	Yes	Yes	Yes	Yes	-
Folkston	Davis Field Airport	3J6	None	No	No	No	No	Add 750 sq ft. terminal with restroom
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	None	No	No	No	No	Add 750 sq ft. terminal with restroom
Hazlehurst	Hazlehurst Airport	AZE	Unknown	Yes	Yes	Yes	Yes	-
Jekyll Island	Jekyll Island Airport	09J	800	Yes	Yes	No	Yes	-
Madison	Madison Municipal Airport	52A	400	Yes	Yes	No	No	Add 350 sq ft of terminal space
Mc Rae	Telfair-Wheeler Airport	MQW	1,075	Yes	Yes	Yes	Yes	-
Metter	Metter Municipal Airport	MHP	648	Yes	No	Yes	No	Add 102 sq ft of terminal space
Millen	Millen Airport	2J5	300	Yes	No	No	No	Add 450 sq ft of terminal space

TABLE 6-42: TERMINAL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	General Aviation Terminal Size (sq ft)	Restrooms	Conference Room	Pilot Lounge	Meets Terminal Objective	Improvement Needed to Meet Objective
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	None	No	No	No	No	Add 750 sq ft. terminal with restroom
Moultrie	Spence Airport	MUL	None	No	No	No	No	Add 750 sq ft. terminal with restroom
Nahunta	Brantley County Airport	4J1	None	No	No	No	No	Add 750 sq ft. terminal with restroom
Nashville	Berrien County Airport	4J2	None	Np	No	No	No	Add 750 sq ft. terminal with restroom
Quitman	Quitman Brooks County Airport	4J5	None	No	No	No	No	Add 750 sq ft. terminal with restroom
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	1,800	Yes	Yes	Yes	Yes	-
Soperton	Treutlen County Airport	4J8	None	No	No	No	No	Add 750 sq ft. terminal with restroom
Sylvester	Sylvester Airport	SYV	500	Yes	No	Yes	No	Add 250' sq ft of terminal space
Warm Springs	Roosevelt Memorial Airport	5A9	N/A	Yes	No	No	No	Add 750 sq ft. terminal with restroom
Waynesboro	Burke County Airport	BXG	900	No	Yes	No	No	Add public restroom
Wrens	Wrens Memorial Airport	65J	None	Yes	No	Yes	No	Add 750 sq ft. terminal with restroom

Source: GDOT, Georgia Airports

TABLE 6-43: AUTO PARKING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Auto Parking Objective	No. of Existing Auto Parking Spaces	Meets Auto Parking Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: One Auto Parking Space for Each Based Aircraft Plus an Additional 50% for Visitors/Employees						
Albany	Southwest Georgia Regional Airport	ABY	50	323	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	22	146	Yes	-
Athens	Athens-Ben Epps Airport	AHN	153	209	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	63	31	No	Add 32 auto parking spaces
Columbus	Columbus Airport	CSG	216	50	No	Add 166 auto parking spaces
Macon	Middle Georgia Regional Airport	MCN	161	139	No	Add 22 auto parking spaces
Savannah	Savannah-Hilton Head International Airport	SAV	223	225	Yes	-
Valdosta	Valdosta Regional Airport	VLD	85	108	Yes	-
Level III - General Aviation: One Auto Parking Space for Each Based Aircraft Plus an Additional 50% for Visitors/Employees						
Americus	Jimmy Carter Regional Airport	ACJ	48	50	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	296	172	No	Add 124 auto parking spaces
Atlanta	Cobb County International Airport-McCollum Field	RYY	503	275	No	Add 226 auto parking spaces
Atlanta	Covington Municipal Airport	CVC	65	36	No	Add 29 auto parking spaces
Atlanta	DeKalb-Peachtree Airport	PDK	575	1409	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	136	500	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	158	32	No	Add 126 auto parking spaces
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	33	200	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	68	25	No	Add 43 auto parking spaces
Blairsville	Blairsville Airport	DZJ	76	36	No	Add 40 auto parking spaces
Blakely	Early County Airport	BIJ	23	15	No	Add 8 auto parking spaces
Calhoun	Tom B. David Field Airport	CZL	178	42	No	Add 136 auto parking spaces
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	171	40	No	Add 131 auto parking spaces
Cartersville	Cartersville Airport	VPC	228	25	No	Add 203 auto parking spaces
Cornelia	Habersham County Airport	AJR	123	14	No	Add 109 auto parking spaces

TABLE 6-43: AUTO PARKING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Auto Parking Objective	No. of Existing Auto Parking Spaces	Meets Auto Parking Objective	Improvement Needed to Meet Objective
Dalton	Dalton Municipal Airport	DNN	75	75	Yes	-
Douglas	Douglas Municipal Airport	DQH	52	35	No	Add 17 auto parking spaces
Dublin	W.H. "Bud" Barron Airport	DBN	40	46	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	43	29	No	Add 14 auto parking spaces
Gainesville	Lee Gilmer Memorial Airport	GVL	223	105	No	Add 118 auto parking spaces
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	40	34	No	Add 6 auto parking spaces
Jesup	Jesup-Wayne County Airport	JES	25	24	No	Add 1 auto parking space
LaGrange	LaGrange-Callaway Airport	LGC	95	65	No	Add 30 auto parking spaces
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	354	529	Yes	-
Louisville	Louisville Municipal Airport	2J3	27	10	No	Add 17 auto parking spaces
Milledgeville	Baldwin County Airport	MLJ	40	20	No	Add 20 auto parking spaces
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	130	227	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	105	30	No	Add 75 auto parking spaces
Thomaston	Thomaston-Upson County Airport	OPN	150	35	No	Add 115 auto parking spaces
Thomasville	Thomasville Regional Airport	TVI	100	52	No	Add 48 auto parking spaces
Thomson	Thomson-McDuffie Regional Airport	HQU	40	65	Yes	-
Tifton	Henry Tift Myers Airport	TMA	55	25	No	Add 30 auto parking spaces
Vidalia	Vidalia Regional Airport	VDI	53	38	No	Add 15 auto parking spaces
Waycross	Waycross-Ware County Airport	AYS	58	20	No	Add 38 auto parking spaces
Winder	Barrow County Airport	WDR	181	55	No	Add 126 auto parking spaces
Level II - One Auto Parking Space for Each Based Aircraft Plus an Additional 50% for Visitors/Employees						
Adel	Cook County Airport	15J	42	24	No	Add 18 auto parking spaces
Alma	Bacon County Airport	AMG	17	10	No	Add 7 auto parking spaces
Baxley	Baxley Municipal Airport	BHC	23	10	No	Add 13 auto parking spaces
Brunswick	McKinnon-St. Simons Island Airport	SSI	130	70	No	Add 60 auto parking spaces

TABLE 6-43: AUTO PARKING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Auto Parking Objective	No. of Existing Auto Parking Spaces	Meets Auto Parking Objective	Improvement Needed to Meet Objective
Butler	Butler Municipal Airport	6A1	18	21	Yes	-
Camilla	Camilla-Mitchell County Airport	CXU	43	10	No	Add 33 auto parking spaces
Canton	Cherokee County Airport	CNI	181	89	No	Add 92 auto parking spaces
Claxton	Claxton-Evans County Airport	CWV	18	10	No	Add 8 auto parking spaces
Cordele	Crisp County-Cordele Airport	CKF	28	20	No	Add 8 auto parking spaces
Dawson	Dawson Municipal Airport	16J	66	29	No	Add 37 auto parking spaces
Donalsonville	Donalsonville Municipal Airport	17J	35	6	No	Add 29 auto parking spaces
Fitzgerald	Fitzgerald Municipal Airport	FZG	53	15	No	Add 38 auto parking spaces
Greensboro	Greene County Regional Airport	3J7	25	40	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	164	168	Yes	-
Hampton	Henry County Airport	HMP	141	87	No	Add 54 auto parking spaces
Homerville	Homerville Airport	HOE	2	12	Yes	-
Jasper	Pickens County Airport	JZP	108	58	No	Add 50 auto parking spaces
Jefferson	Jackson County Airport	JCA	96	20	No	Add 76 auto parking spaces
LaFayette	Barwick LaFayette Airport	9A5	88	48	No	Add 40 auto parking spaces
Macon	Macon Downtown Airport	MAC	51	60	Yes	-
Monroe	Monroe-Walton County Airport	D73	61	40	No	Add 21 auto parking spaces
Moultrie	Moultrie Municipal Airport	MGR	51	45	No	Add 6 auto parking spaces
Perry	Perry-Houston County Airport	PXE	149	56	No	Add 93 auto parking spaces
Pine Mountain	Harris County Airport	PIM	37	50	Yes	-
Sandersville	Kaolin Field Airport	OKZ	28	50	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	22	20	No	Add 2 auto parking spaces
Sylvania	Plantation Airpark	JYL	73	18	No	Add 55 auto parking spaces
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	86	50	No	Add 36 auto parking spaces
Washington	Washington-Wilkes County Airport	IIY	27	15	No	Add 12 auto parking spaces

TABLE 6-43: AUTO PARKING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Auto Parking Objective	No. of Existing Auto Parking Spaces	Meets Auto Parking Objective	Improvement Needed to Meet Objective
Level I - One Auto Parking Space for Each Based Aircraft Plus an Additional 25% for Visitors/Employees						
Ashburn	Turner County Airport	75J	4	16	Yes	-
Augusta	Daniel Field Airport	DNL	77	70	No	Add 7 auto parking spaces
Buena Vista	Marion County Airport	82A	0	5	Yes	-
Cairo	Cairo-Grady County Airport	70J	22	3	No	Add 19 auto parking spaces
Canon	Franklin County Airport	18A	30	8	No	Add 22 auto parking spaces
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	29	30	Yes	-
Cochran	Cochran Airport	48A	24	46	Yes	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	4	8	Yes	-
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	28	2	No	Add 26 auto parking spaces
Elberton	Elbert County Airport-Patz Field	EBA	30	10	No	Add 20 auto parking spaces
Ellijay	Gilmer County Airport	49A	28	27	No	Add 1 auto parking space
Folkston	Davis Field Airport	3J6	7	0	No	Add 7 auto parking spaces
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	3	15	Yes	-
Hazlehurst	Hazlehurst Airport	AZE	39	20	No	Add 19 auto parking spaces
Jekyll Island	Jekyll Island Airport	09J	7	15	Yes	-
Madison	Madison Municipal Airport	52A	25	13	No	Add 12 auto parking spaces
Mc Rae	Telfair-Wheeler Airport	MQW	15	20	Yes	-
Metter	Metter Municipal Airport	MHP	26	20	No	Add 6 auto parking spaces
Millen	Millen Airport	2J5	7	6	No	Add 1 auto parking spaces
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	12	4	No	Add 8 auto parking spaces
Moultrie	Spence Airport	MUL	4	0	No	Add 4 auto parking spaces
Nahunta	Brantley County Airport	4J1	0	12	Yes	-
Nashville	Berrien County Airport	4J2	12	5	No	Add 7 auto parking spaces
Quitman	Quitman Brooks County Airport	4J5	29	15	No	Add 14 auto parking spaces

TABLE 6-43: AUTO PARKING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	2035 Auto Parking Objective	No. of Existing Auto Parking Spaces	Meets Auto Parking Objective	Improvement Needed to Meet Objective
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	15	10	No	Add 5 auto parking spaces
Soperton	Treutlen County Airport	4J8	0	0	Yes	-
Sylvester	Sylvester Airport	SYV	3	20	Yes	-
Warm Springs	Roosevelt Memorial Airport	5A9	18	12	No	Add 6 auto parking spaces
Waynesboro	Burke County Airport	BXG	17	10	No	Add 7 auto parking spaces
Wrens	Wrens Memorial Airport	65J	13	0	No	Add 12 auto parking spaces

Source: GDOT, Georgia Airports

TABLE 6-44: FUEL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	AvGas	Jet A	Meets Fuel Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: AvGas and/or Jet Fuel						
Albany	Southwest Georgia Regional Airport	ABY	Yes	Yes	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	Yes	Yes	-
Athens	Athens-Ben Epps Airport	AHN	Yes	Yes	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	Yes	Yes	-
Columbus	Columbus Airport	CSG	Yes	Yes	Yes	-
Macon	Middle Georgia Regional Airport	MCN	Yes	Yes	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	Yes	Yes	-
Valdosta	Valdosta Regional Airport	VLD	Yes	Yes	Yes	-
Level III - General Aviation: AvGas and/or Jet Fuel						
Americus	Jimmy Carter Regional Airport	ACJ	Yes	Yes	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Yes	Yes	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	Yes	Yes	Yes	-
Atlanta	Covington Municipal Airport	CVC	Yes	Yes	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	Yes	Yes	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	Yes	Yes	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	Yes	Yes	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Yes	Yes	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	Yes	Yes	Yes	-
Blairsville	Blairsville Airport	DZJ	Yes	Yes	Yes	-
Blakely	Early County Airport	BIJ	Yes	Yes	Yes	-
Calhoun	Tom B. David Field Airport	CZL	Yes	Yes	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Yes	Yes	Yes	-
Cartersville	Cartersville Airport	VPC	Yes	Yes	Yes	-
Cornelia	Habersham County Airport	AJR	Yes	Yes	Yes	-
Dalton	Dalton Municipal Airport	DNN	Yes	Yes	Yes	-

TABLE 6-44: FUEL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	AvGas	Jet A	Meets Fuel Objective	Improvement Needed to Meet Objective
Douglas	Douglas Municipal Airport	DQH	Yes	Yes	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	Yes	Yes	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	Yes	Yes	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	Yes	Yes	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	Yes	Yes	Yes	-
Jesup	Jesup-Wayne County Airport	JES	Yes	Yes	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	Yes	Yes	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Yes	Yes	Yes	-
Louisville	Louisville Municipal Airport	2J3	Yes	Yes	Yes	-
Milledgeville	Baldwin County Airport	MLJ	Yes	Yes	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Yes	Yes	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	Yes	Yes	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	Yes	Yes	Yes	-
Thomasville	Thomasville Regional Airport	TVI	Yes	Yes	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	Yes	Yes	Yes	-
Tifton	Henry Tift Myers Airport	TMA	Yes	Yes	Yes	-
Vidalia	Vidalia Regional Airport	VDI	Yes	Yes	Yes	-
Waycross	Waycross-Ware County Airport	AYS	Yes	Yes	Yes	-
Winder	Barrow County Airport	WDR	Yes	Yes	Yes	-
Level II - AvGas and/or Jet Fuel						
Adel	Cook County Airport	15J	Yes	Yes	Yes	-
Alma	Bacon County Airport	AMG	Yes	Yes	Yes	-
Baxley	Baxley Municipal Airport	BHC	Yes	Yes	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	Yes	Yes	Yes	-
Butler	Butler Municipal Airport	6A1	Yes	No	Yes	-
Camilla	Camilla-Mitchell County Airport	CXU	Yes	Yes	Yes	-

TABLE 6-44: FUEL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	AvGas	Jet A	Meets Fuel Objective	Improvement Needed to Meet Objective
Canton	Cherokee County Airport	CNI	Yes	Yes	Yes	-
Claxton	Claxton-Evans County Airport	CWV	Yes	No	Yes	-
Cordele	Crisp County-Cordele Airport	CKF	Yes	Yes	Yes	-
Dawson	Dawson Municipal Airport	16J	Yes	No	Yes	-
Donalsonville	Donalsonville Municipal Airport	17J	Yes	No	Yes	-
Fitzgerald	Fitzgerald Municipal Airport	FZG	Yes	Yes	Yes	-
Greensboro	Greene County Regional Airport	3J7	Yes	Yes	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	Yes	Yes	Yes	-
Hampton	Henry County Airport	HMP	Yes	Yes	Yes	-
Homerville	Homerville Airport	HOE	Yes	Yes	Yes	-
Jasper	Pickens County Airport	JZP	Yes	Yes	Yes	-
Jefferson	Jackson County Airport	JCA	Yes	Yes	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	Yes	No	Yes	-
Macon	Macon Downtown Airport	MAC	Yes	Yes	Yes	-
Monroe	Monroe-Walton County Airport	D73	Yes	Yes	Yes	-
Moultrie	Moultrie Municipal Airport	MGR	Yes	Yes	Yes	-
Perry	Perry-Houston County Airport	PXE	Yes	Yes	Yes	-
Pine Mountain	Harris County Airport	PIM	Yes	Yes	Yes	-
Sandersville	Kaolin Field Airport	OKZ	Yes	Yes	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	Yes	Yes	Yes	-
Sylvania	Plantation Airpark	JYL	Yes	No	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	Yes	Yes	Yes	-
Washington	Washington-Wilkes County Airport	IIY	Yes	Yes	Yes	-
Level I - AvGas, Jet-A as Required						
Ashburn	Turner County Airport	75J	No	No	No	Add AvGas
Augusta	Daniel Field Airport	DNL	Yes	Yes	Yes	-

TABLE 6-44: FUEL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	AvGas	Jet A	Meets Fuel Objective	Improvement Needed to Meet Objective
Buena Vista	Marion County Airport	82A	No	No	No	Add AvGas
Cairo	Cairo-Grady County Airport	70J	Yes	No	Yes	-
Canon	Franklin County Airport	18A	Yes	Yes	Yes	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	Yes	Yes	Yes	-
Cochran	Cochran Airport	48A	Yes	Yes	Yes	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	No	No	No	Add AvGas
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	Yes	No	Yes	-
Elberton	Elbert County Airport-Patz Field	EBA	Yes	No	Yes	-
Ellijay	Gilmer County Airport	49A	Yes	No	Yes	-
Folkston	Davis Field Airport	3J6	No	No	No	Add AvGas
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No	No	No	Add AvGas
Hazlehurst	Hazlehurst Airport	AZE	Yes	Yes	Yes	-
Jekyll Island	Jekyll Island Airport	09J	No	No	No	Add AvGas
Madison	Madison Municipal Airport	52A	Yes	No	Yes	-
Mc Rae	Telfair-Wheeler Airport	MQW	No	No	No	Add AvGas
Metter	Metter Municipal Airport	MHP	Yes	No	Yes	-
Millen	Millen Airport	2J5	Yes	Yes	Yes	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	No	No	No	Add AvGas
Moultrie	Spence Airport	MUL	No	No	No	Add AvGas
Nahunta	Brantley County Airport	4J1	No	No	No	Add AvGas
Nashville	Berrien County Airport	4J2	No	No	No	Add AvGas
Quitman	Quitman Brooks County Airport	4J5	Yes	Yes	Yes	-
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Yes	Yes	Yes	-
Soperton	Treutlen County Airport	4J8	No	No	No	Add AvGas
Sylvester	Sylvester Airport	SYV	No	No	No	Add AvGas
Warm Springs	Roosevelt Memorial Airport	5A9	Yes	No	Yes	-

TABLE 6-44: FUEL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	AvGas	Jet A	Meets Fuel Objective	Improvement Needed to Meet Objective
Waynesboro	Burke County Airport	BXG	Yes	No	Yes	-
Wrens	Wrens Memorial Airport	65J	Yes	No	Yes	-

Source: GDOT, Georgia Airports

TABLE 6-45: FBO OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	FBO	Limited FBO Services		Full Service FBO Additional Services				Meets FBO Objective	Improvement Needed to Meet Objective
				Fueling Service	Regularly Attended	Location-Based Service	Technical Service	Flight Operations	Aircraft Sales		
Level III - Commercial Service: Full Service FBO											
Albany	Southwest Georgia Regional Airport	ABY	Yes	X	X	X	X	X	-	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	Yes	X	X	X	X*	-	-	Yes	-
Athens	Athens-Ben Epps Airport	AHN	Yes	X	X	X	X*	X	X	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	Yes	X	X	X	X	X	-	Yes	-
Columbus	Columbus Airport	CSG	Yes	X	X	X	X	X	-	Yes	-
Macon	Middle Georgia Regional Airport	MCN	Yes	X	X	X	X	X	X	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	Yes	X	X	X	X*	X	X	Yes	-
Valdosta	Valdosta Regional Airport	VLD	Yes	X	X	X	-	X	-	Yes	-
Level III - General Aviation: Full Service FBO											
Americus	Jimmy Carter Regional Airport	ACJ	Yes	X	X	X	X	X	X	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Yes	X	X	X	X	X	X	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	Yes	X	X	X	X	X	X	Yes	-
Atlanta	Covington Municipal Airport	CVC	Yes	X	X	X	-	-	-	No	Add additional FBO services as needed
Atlanta	DeKalb-Peachtree Airport	PDK	Yes	X	X	X	X	X	X	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	Yes	X	X	X	X	X	X	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	Yes	X	X	X	X*	X*	-	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Yes	X	X	X	-	-	-	No	Add additional FBO services as needed
Bainbridge	Decatur County Industrial Air Park	BGE	Yes	X	X	X	X	X	X	Yes	-
Blairsville	Blairsville Airport	DZJ	Yes	X	X	X	X	-	-	Yes	-
Blakely	Early County Airport	BIJ	Yes	X	X	X	X	X	-	Yes	-
Calhoun	Tom B. David Field Airport	CZL	Yes	X	X	X	X	-	X	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Yes	X	X	X	X	X	X	Yes	-
Cartersville	Cartersville Airport	VPC	Yes	X	X	X	X	X	-	Yes	-

TABLE 6-45: FBO OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	FBO	Limited FBO Services		Full Service FBO Additional Services				Meets FBO Objective	Improvement Needed to Meet Objective
				Fueling Service	Regularly Attended	Location-Based Service	Technical Service	Flight Operations	Aircraft Sales		
Cornelia	Habersham County Airport	AJR	Yes	X	X	X	-	X	-	Yes	-
Dalton	Dalton Municipal Airport	DNN	Yes	X	X	X	X	-	-	Yes	-
Douglas	Douglas Municipal Airport	DQH	Yes	X	X	X	-	X	-	Yes	-
Dublin	W.H. "Bud" Barron Airport	DBN	Yes	X	X	X	X	X	X	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	Yes	X	X	X	X	X*	-	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	Yes	X	X	X	X	X	X	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	Yes	X	X	X	-	-	-	No	Add additional FBO services as needed
Jesup	Jesup-Wayne County Airport	JES	Yes	X	X	X	X	X	X	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	Yes	X	X	X	X	-	-	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Yes	X	X	X	X	X	X	Yes	-
Louisville	Louisville Municipal Airport	2J3	Yes	X	X	X	X	-	X	Yes	-
Milledgeville	Baldwin County Airport	MLJ	Yes	X	X	X	X	X	-	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Yes	X	X	X	X	X	-	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	Yes	X	X	X	X	X	-	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	Yes	X	X	X	X	X	-	Yes	-
Thomasville	Thomasville Regional Airport	TVI	Yes	X	X	X	X	X	X	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	Yes	X	X	X	X	X	X	Yes	-
Tifton	Henry Tift Myers Airport	TMA	Yes	X	X	X	X	X	X	Yes	-
Vidalia	Vidalia Regional Airport	VDI	Yes	X	X	X	X	X	-	Yes	-
Waycross	Waycross-Ware County Airport	AYS	Yes	X	X	X	X	-	-	Yes	-
Winder	Barrow County Airport	WDR	Yes	X	X	X	X	X	-	Yes	-
Level II - Full Service FBO											
Adel	Cook County Airport	15J	Yes	X	X	X	X	X	-	Yes	-
Alma	Bacon County Airport	AMG	Yes	X	X	X	X	X	-	Yes	-
Baxley	Baxley Municipal Airport	BHC	Yes	X	X	X	-	-	-	No	Add additional FBO services as needed
Brunswick	McKinnon-St. Simons Island Airport	SSI	Yes	X	X	X	X	X	X	Yes	-

TABLE 6-45: FBO OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	FBO	Limited FBO Services		Full Service FBO Additional Services				Meets FBO Objective	Improvement Needed to Meet Objective
				Fueling Service	Regularly Attended	Location-Based Service	Technical Service	Flight Operations	Aircraft Sales		
Butler	Butler Municipal Airport	6A1	Yes	X	X	X	X	-	-	Yes	-
Camilla	Camilla-Mitchell County Airport	CXU	Yes	X	X	X	X	-	-	Yes	-
Canton	Cherokee County Airport	CNI	Yes	X	X	X	X	X	-	Yes	-
Claxton	Claxton-Evans County Airport	CWV	Yes	X	X	X	X	-	-	Yes	-
Cordele	Crisp County-Cordele Airport	CKF	Yes	X	X	X	X	-	-	Yes	-
Dawson	Dawson Municipal Airport	16J	Yes	X	X	X	X	X	-	Yes	-
Donalsonville	Donalsonville Municipal Airport	17J	Yes	X	X	X	-	-	-	No	Add additional FBO services as needed
Fitzgerald	Fitzgerald Municipal Airport	FZG	Yes	X	X	X	X*	-	-	Yes	-
Greensboro	Greene County Regional Airport	3J7	Yes	X	X	X	-	X	-	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	Yes	X	X	X	X	X	-	Yes	-
Hampton	Henry County Airport	HMP	Yes	X	X	X	-	X	X	Yes	-
Homerville	Homerville Airport	HOE	No	-	-	-	-	-	-	No	Obtain full service FBO
Jasper	Pickens County Airport	JZP	Yes	X	X	X	X	X	X	Yes	-
Jefferson	Jackson County Airport	JCA	Yes	X	X	X	X	X	X	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	Yes	X	X	X	X	X	-	Yes	-
Macon	Macon Downtown Airport	MAC	Yes	X	X	X	-	X	-	Yes	-
Monroe	Monroe-Walton County Airport	D73	Yes	X	X	X	X	X	-	Yes	-
Moultrie	Moultrie Municipal Airport	MGR	Yes	X	X	X	X	X	X	Yes	-
Perry	Perry-Houston County Airport	PXE	Yes	X	X	X	-	X	X	Yes	-
Pine Mountain	Harris County Airport	PIM	Yes	X	X	X	X	X	-	Yes	-
Sandersville	Kaolin Field Airport	OKZ	Yes	X	X	X	X	-	X	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	Yes	X	X	X	X	X	X	Yes	-
Sylvania	Plantation Airpark	JYL	Yes	X	X	X	X	X	X	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	Yes	X	X	X	X	-	-	Yes	-
Washington	Washington-Wilkes County Airport	IIY	Yes	X	X	X	X	X	X	Yes	-
Level I - Limited Service FBO											
Ashburn	Turner County Airport	75J	No	-	-	-	-	-	-	No	Obtain FBO as needed

TABLE 6-45: FBO OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	FBO	Limited FBO Services		Full Service FBO Additional Services				Meets FBO Objective	Improvement Needed to Meet Objective
				Fueling Service	Regularly Attended	Location-Based Service	Technical Service	Flight Operations	Aircraft Sales		
Augusta	Daniel Field Airport	DNL	Yes	X	X	X	X	X	X	Yes	-
Buena Vista	Marion County Airport	82A	No	-	-	-	-	-	-	No	Obtain FBO as needed
Cairo	Cairo-Grady County Airport	70J	Yes	X	X	X	X	X	-	Yes	-
Canon	Franklin County Airport	18A	No	-	-	-	-	-	-	No	Obtain FBO as needed
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	No	-	-	-	-	-	-	No	Obtain FBO as needed
Cochran	Cochran Airport	48A	Yes	X	X	X	X	X	-	Yes	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	No	-	-	-	-	-	-	No	Obtain FBO as needed
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	No	-	-	-	-	-	-	No	Obtain FBO as needed
Elberton	Elbert County Airport-Patz Field	EBA	Yes	X	X	X	-	-	-	Yes	
Ellijay	Gilmer County Airport	49A	No	-	-	-	-	-	-	No	Obtain FBO as needed
Folkston	Davis Field Airport	3J6	No	-	-	-	-	-	-	No	Obtain FBO as needed
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No	-	-	-	-	-	-	No	Obtain FBO as needed
Hazlehurst	Hazlehurst Airport	AZE	Yes	X	X	X	-	X	-	Yes	-
Jekyll Island	Jekyll Island Airport	09J	Yes	-	X	X	-	X	-	Yes	-
Madison	Madison Municipal Airport	52A	Yes	X	X	X	-	-	-	Yes	-
Mc Rae	Telfair-Wheeler Airport	MQW	No	-	-	-	-	-	-	No	Obtain FBO as needed
Metter	Metter Municipal Airport	MHP	Yes	X	X	X	-	X	X	Yes	-
Millen	Millen Airport	2J5	No	-	-	-	-	-	-	No	Obtain FBO as needed
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	No	-	-	-	-	-	-	No	Obtain FBO as needed
Moultrie	Spence Airport	MUL	No	-	-	-	-	-	-	No	Obtain FBO as needed
Nahunta	Brantley County Airport	4J1	No	-	-	-	-	-	-	No	Obtain FBO as needed
Nashville	Berrien County Airport	4J2	No	-	-	-	-	-	-	No	Obtain FBO as needed
Quitman	Quitman Brooks County Airport	4J5	No	-	-	-	-	-	-	No	Obtain FBO as needed
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	Yes	X	X	X	-	X	-	Yes	-
Soperton	Treutlen County Airport	4J8	No	-	-	-	-	-	-	No	Obtain FBO as needed
Sylvester	Sylvester Airport	SYV	No	-	-	-	-	-	-	No	Obtain FBO as needed
Warm Springs	Roosevelt Memorial Airport	5A9	No	-	-	-	-	-	-	No	Obtain FBO as needed

TABLE 6-45: FBO OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	FBO	Limited FBO Services		Full Service FBO Additional Services				Meets FBO Objective	Improvement Needed to Meet Objective
				Fueling Service	Regularly Attended	Location-Based Service	Technical Service	Flight Operations	Aircraft Sales		
Waynesboro	Burke County Airport	BXG	No	-	-	-	-	-	-	No	Obtain FBO as needed
Wrens	Wrens Memorial Airport	65J	No	-	-	-	-	-	-	No	Obtain FBO as needed

Source: GDOT, Georgia Airports

Note: * Service is provided by either the airport or another business located at the airport.

TABLE 6-46: MAINTENANCE AND RENTAL CAR OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Maintenance Objective			Rental Car Objective		
			Maintenance Available	Meets Objective	Improvement Needed to Meet Objective	Rental Car	Meets Objective	Improvement Needed to Meet Objective
Level III - Commercial Service: Full-Service Aircraft Maintenance Available; Rental Cars Available								
Albany	Southwest Georgia Regional Airport	ABY	Full-Service	Yes	-	On-Site	Yes	-
Augusta	Augusta Regional Airport at Bush Field	AGS	Full-Service	Yes	-	On-Site	Yes	-
Athens	Athens-Ben Epps Airport	AHN	Full-Service	Yes	-	On-Site	Yes	-
Brunswick	Brunswick-Golden Isles Airport	BQK	Full-Service	Yes	-	On-Site	Yes	-
Columbus	Columbus Airport	CSG	Full-Service	Yes	-	On-Site	Yes	-
Macon	Middle Georgia Regional Airport	MCN	Full-Service	Yes	-	On-Site	Yes	-
Savannah	Savannah-Hilton Head International Airport	SAV	Full-Service	Yes	-	On-Site	Yes	-
Valdosta	Valdosta Regional Airport	VLD	Full-Service	Yes	-	On-Site	Yes	-
Level III - General Aviation: Full-Service Aircraft Maintenance Available; Rental Car Available								
Americus	Jimmy Carter Regional Airport	ACJ	Full-Service	Yes	-	Available	Yes	-
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	Full-Service	Yes	-	On-Site	Yes	-
Atlanta	Cobb County International Airport-McCollum Field	RYY	Full-Service	Yes	-	On-Site	Yes	-
Atlanta	Covington Municipal Airport	CVC	None	No	Obtain Aircraft Maintenance	Available	Yes	-
Atlanta	DeKalb-Peachtree Airport	PDK	Full-Service	Yes	-	On-Site	Yes	-
Atlanta	Fulton County Airport-Brown Field	FTY	Full-Service	Yes	-	On-Site	Yes	-
Atlanta	Newnan-Coweta County Airport	CCO	Full-Service	Yes	-	Available	Yes	-
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	Full-Service	Yes	-	Available	Yes	-
Bainbridge	Decatur County Industrial Air Park	BGE	Full-Service	Yes	-	Available	Yes	-
Blairsville	Blairsville Airport	DZJ	Limited Service	No	Offer full-service maintenance	On-Site	Yes	-
Blakely	Early County Airport	BIJ	Full-Service	Yes	-	No	No	Add access to rental car
Calhoun	Tom B. David Field Airport	CZL	Full-Service	Yes	-	Available	Yes	-
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	Full-Service	Yes	-	Available	Yes	-

TABLE 6-46: MAINTENANCE AND RENTAL CAR OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Maintenance Objective			Rental Car Objective		
			Maintenance Available	Meets Objective	Improvement Needed to Meet Objective	Rental Car	Meets Objective	Improvement Needed to Meet Objective
Cartersville	Cartersville Airport	VPC	Limited Service	No	Offer full-service maintenance	Available	Yes	-
Cornelia	Habersham County Airport	AJR	Limited Service	No	Offer full-service maintenance	Available	Yes	-
Dalton	Dalton Municipal Airport	DNN	Full-Service	Yes	-	Available	Yes	-
Douglas	Douglas Municipal Airport	DQH	Full-Service	Yes	-	No	No	Add access to rental car
Dublin	W.H. "Bud" Barron Airport	DBN	Full-Service	Yes	-	Available	Yes	-
Eastman	Heart Of Georgia Regional Airport	EZM	Full-Service	Yes	-	Available	Yes	-
Gainesville	Lee Gilmer Memorial Airport	GVL	Full-Service	Yes	-	On-Site	Yes	-
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	None	No	Obtain Aircraft Maintenance	Available	Yes	-
Jesup	Jesup-Wayne County Airport	JES	Full-Service	Yes	-	Available	Yes	-
LaGrange	LaGrange-Callaway Airport	LGC	Full-Service	Yes	-	Available	Yes	-
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	Full-Service	Yes	-	Available	Yes	-
Louisville	Louisville Municipal Airport	2J3	Full-Service	Yes	-	Available	Yes	-
Milledgeville	Baldwin County Airport	MLJ	None	No	Obtain Aircraft Maintenance	Available	Yes	-
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	Full-Service	Yes	-	On-Site	Yes	-
Statesboro	Statesboro-Bulloch County Airport	TBR	Full-Service	Yes	-	Available	Yes	-
Thomaston	Thomaston-Upson County Airport	OPN	Full-Service	Yes	-	Available	Yes	-
Thomasville	Thomasville Regional Airport	TVI	Full-Service	Yes	-	Available	Yes	-
Thomson	Thomson-McDuffie Regional Airport	HQU	Full-Service	Yes	-	Available	Yes	-
Tifton	Henry Tift Myers Airport	TMA	Full-Service	Yes	-	On-Site	Yes	-
Vidalia	Vidalia Regional Airport	VDI	Full-Service	Yes	-	No	No	Add access to rental car
Waycross	Waycross-Ware County Airport	AYS	Full-Service	Yes	-	Available	Yes	-

TABLE 6-46: MAINTENANCE AND RENTAL CAR OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Maintenance Objective			Rental Car Objective		
			Maintenance Available	Meets Objective	Improvement Needed to Meet Objective	Rental Car	Meets Objective	Improvement Needed to Meet Objective
Winder	Barrow County Airport	WDR	Full-Service	Yes	-	Available	Yes	-
Level II - Full or Limited Service Aircraft Maintenance Available; Rental Car Available								
Adel	Cook County Airport	15J	Full-Service	Yes	-	No	No	Add access to rental car
Alma	Bacon County Airport	AMG	Full-Service	Yes	-	No	No	Add access to rental car
Baxley	Baxley Municipal Airport	BHC	Full-Service	Yes	-	Available	Yes	-
Brunswick	McKinnon-St. Simons Island Airport	SSI	Full-Service	Yes	-	On-Site	Yes	-
Butler	Butler Municipal Airport	6A1	Full-Service	Yes	-	No	No	Add access to rental car
Camilla	Camilla-Mitchell County Airport	CXU	Full-Service	Yes	-	Available	Yes	-
Canton	Cherokee County Airport	CNI	Full-Service	Yes	-	Available	Yes	-
Claxton	Claxton-Evans County Airport	CWV	Limited Service	Yes	-	No	No	Add access to rental car
Cordele	Crisp County-Cordele Airport	CKF	Full-Service	Yes	-	Available	Yes	-
Dawson	Dawson Municipal Airport	16J	Full-Service	Yes	-	No	No	Add access to rental car
Donalsonville	Donalsonville Municipal Airport	17J	No	No	Obtain Aircraft Maintenance	No	No	Add access to rental car
Fitzgerald	Fitzgerald Municipal Airport	FZG	Full-Service	Yes	-	Available	Yes	-
Greensboro	Greene County Regional Airport	3J7	No	No	Obtain Aircraft Maintenance	On-Site	Yes	-
Griffin	Griffin-Spalding County Airport	6A2	Full-Service	Yes	-	Available	Yes	-
Hampton	Henry County Airport	HMP	Full-Service	Yes	-	Available	Yes	-
Homerville	Homerville Airport	HOE	No	No	Obtain Aircraft Maintenance	No	No	Add access to rental car
Jasper	Pickens County Airport	JZP	Full-Service	Yes	-	Available	Yes	-
Jefferson	Jackson County Airport	JCA	Full-Service	Yes	-	Available	Yes	-
LaFayette	Barwick LaFayette Airport	9A5	Full-Service	Yes	-	Available	Yes	-

TABLE 6-46: MAINTENANCE AND RENTAL CAR OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Maintenance Objective			Rental Car Objective		
			Maintenance Available	Meets Objective	Improvement Needed to Meet Objective	Rental Car	Meets Objective	Improvement Needed to Meet Objective
Macon	Macon Downtown Airport	MAC	Limited Service	Yes	-	No	No	Add access to rental car
Monroe	Monroe-Walton County Airport	D73	Full-Service	Yes	-	No	No	Add access to rental car
Moultrie	Moultrie Municipal Airport	MGR	Full-Service	Yes	-	Available	Yes	-
Perry	Perry-Houston County Airport	PXE	Full-Service	Yes	-	Available	Yes	-
Pine Mountain	Harris County Airport	PIM	Full-Service	Yes	-	Available	Yes	-
Sandersville	Kaolin Field Airport	OKZ	Full-Service	Yes	-	Available	Yes	-
Swainsboro	East Georgia Regional Airport	SBO	Full-Service	Yes	-	On-Site	Yes	-
Sylvania	Plantation Airpark	JYL	Full-Service	Yes	-	Available	Yes	-
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	Full-Service	Yes	-	No	No	Add access to rental car
Washington	Washington-Wilkes County Airport	IIY	Full-Service	Yes	-	Available	Yes	-
Level I - Availability of Aircraft Maintenance and Rental Car are Not Objectives								
Ashburn	Turner County Airport	75J	No	NA	-	No	NA	-
Augusta	Daniel Field Airport	DNL	Full-Service	NA	-	On-Site	NA	-
Buena Vista	Marion County Airport	82A	No	NA	-	No	NA	-
Cairo	Cairo-Grady County Airport	70J	Full-Service	NA	-	No	NA	-
Canon	Franklin County Airport	18A	No	NA	-	Available	NA	-
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	No	NA	-	Available	NA	-
Cochran	Cochran Airport	48A	Limited Service	NA	-	No	NA	-
Cuthbert	Lower Chattahoochee Regional Airport	25J	No	NA	-	No	NA	-
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	No	NA	-	No	NA	-
Elberton	Elbert County Airport-Patz Field	EBA	No	NA	-	No	NA	-
Ellijay	Gilmer County Airport	49A	Limited Service	NA	-	Yes	NA	-
Folkston	Davis Field Airport	3J6	No	NA	-	No	NA	-

TABLE 6-46: MAINTENANCE AND RENTAL CAR OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport	FAA ID	Maintenance Objective			Rental Car Objective		
			Maintenance Available	Meets Objective	Improvement Needed to Meet Objective	Rental Car	Meets Objective	Improvement Needed to Meet Objective
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	No	NA	-	No	NA	-
Hazlehurst	Hazlehurst Airport	AZE	Full-Service	NA	-	Available	NA	-
Jekyll Island	Jekyll Island Airport	09J	No	NA	-	On-Site	NA	-
Madison	Madison Municipal Airport	52A	Full-Service	NA	-	Yes	NA	-
Mc Rae	Telfair-Wheeler Airport	MQW	No	NA	-	No	NA	-
Metter	Metter Municipal Airport	MHP	Full-Service	NA	-	No	NA	-
Millen	Millen Airport	2J5	No	NA	-	Available	NA	-
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	No	NA	-	No	NA	-
Moultrie	Spence Airport	MUL	Limited Service	NA	-	No	NA	-
Nahunta	Brantley County Airport	4J1	No	NA	-	No	NA	-
Nashville	Berrien County Airport	4J2	No	NA	-	No	NA	-
Quitman	Quitman Brooks County Airport	4J5	No	NA	-	No	NA	-
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	No	NA	-	Available	NA	-
Soperton	Treutlen County Airport	4J8	No	NA	-	No	NA	-
Sylvester	Sylvester Airport	SYV	No	NA	-	No	NA	-
Warm Springs	Roosevelt Memorial Airport	5A9	No	NA	-	No	NA	-
Waynesboro	Burke County Airport	BXG	No	NA	-	No	NA	-
Wrens	Wrens Memorial Airport	65J	No	NA	-	No	NA	-

Source: GDOT, Georgia Airports
Note: NA = Not applicable; objective not established for Level I airports

7. RECOMMENDED PLAN AND ASSOCIATED COSTS

7.1 Introduction

Investment in study airports will be needed to enable airports in the statewide system to meet the facility and service objectives outlined in Georgia Statewide Aviation System Plan (GSASP). This investment will elevate performance of the state airport system relative to the established objectives. Projects identified through the system plan's analyses are those considered desirable to raise the performance bar for Georgia's airport system.

Development costs presented in this chapter are estimated for each study airport by comparing existing airport facilities to facility and service objectives identified in the GSASP. Objectives used in this analysis are applicable to each airport's recommended level in the state system. This chapter provides an estimated development cost associated with recommended projects and actions to meet the facility and service objectives identified in **Chapter 6**.

Projects and costs from GDOT's 2012 Statewide Airfield Pavement Management Study are included, as are costs associated with airports gaining control over their Runway Protection Zones (RPZs). Costs associated with additional or replacement airports are also summarized.

Also presented in this chapter are projects and costs identified in current airport-specific Capital Improvement Plans (CIPs), as they have been submitted to GDOT; CIP costs are shown in each airport's individual airport Report Card, which are presented in **Appendix B**. Although CIPs are not part of the overall system plan recommendations, projects and costs from airport CIPs were considered in this analysis to provide a holistic view of total funding needs over the next five years. It is important to note that CIP requests submitted by Georgia airports have not been reviewed for their funding eligibility, feasibility, or relative priority. Airport-specific CIP submissions often reflect an optimum development scenario for each airport, reflecting desired as opposed to required development.

As part of this step in the system planning process, projects from the GSASP, all CIPs, the Statewide Airfield Pavement Management Study, and RPZ mitigation analysis were reconciled against each other to avoid duplication of projects and costs, as possible. The final total development cost for each airport is a compilation of costs from the sources noted. The recommended plan identifies anticipated near term (five-year) financial needs for Georgia's airport system. It is likely that over the next five years, Georgia airports will have the need for projects and costs not captured in this plan.

The GSASP is a high-level planning document that provides general recommendations for development of the state's airports. Actual airport development depends on implementation by the local airport sponsor, with support of state and/or federal agencies. It is recognized that projects identified in the GSASP are not all-encompassing, and there will likely be needs that are not identified in the plan. Also, cost estimates for the GSASP projects have been developed to a general planning, not engineering, level of detail. Costs to implement these projects are based on current airport development costs that are typical in Georgia. It is possible that costs to implement projects identified in the system plan could vary when projects are bid for construction.

It is important to note that the inclusion of a project in the system plan does not constitute a commitment on the behalf of GDOT or the FAA to fund any of the identified projects. Projects that are eligible for funding may require additional steps before they can be implemented. For example, projects that are implemented with FAA funding must be on the airport's approved Airport Layout Plan (ALP). In some cases, system planning projects may require an environmental assessment, as required by the National Environmental Policy Act and Special Purpose Laws. Other projects may also require FAA airspace review prior to implementation.

7.2 System Plan Recommendations Summary

This update to Georgia's system plan has taken a comprehensive look at how the system is performing based on current conditions. The evaluation identified various actions and projects that should be considered to improve the performance of the Georgia airport system; these actions are summarized in this section.

7.2.1 NPIAS and Unclassified Airports

A review of current airport roles was conducted as part of the GSASP update, producing the following conclusions:

NPIAS Airport Recommendations: The Georgia airport system consists of 102 commercial and general aviation airports. Of that total, 96 are included in the National Plan of Integrated Airport Systems (NPIAS). Inclusion of an airport in the NPIAS indicates the importance of the airport to the federal airport system, and inclusion makes the airport eligible to compete for FAA funding. Typically, airports with a public sponsor are eligible to be included in the NPIAS if the airport has at least 10 based aircraft and the airport is at least 30 miles from the closest NPIAS airport. There are other factors that are considered by FAA, but distance and activity are the two primary factors, along with a willing and able public airport sponsor.

Of the six Georgia airports that are not currently in the NPIAS, Lumpkin County-Wimpy's Airport meets FAA criteria for NPIAS inclusion. However, the cost of upgrading this airport to meet federal standards would exceed the benefit. The only other airport that meets the distance criteria for NPIAS inclusion is Marion County; this airport currently has no based aircraft. None of the current non-NPIAS system airports are recommended for NPIAS inclusion. Non-NPIAS airports in the Georgia system include:

- Marion County Airport
- Lumpkin County-Wimpy's Airport
- Davis Field Airport
- Hawkinsville-Pulaski County Airport
- Spence Airport
- Treutlen County Airport

There are, however, other NPIAS recommendations stemming from the system plan update. St. Marys Airport closed in the Fall of 2017; the GSASP recommends that a NPIAS-eligible replacement airport be constructed as a Level II airport in the Georgia system. The GSASP update also recommends an additional general aviation airport north of the Atlanta metropolitan area in the Dawson/Forsyth counties area. This airport should be included in the NPIAS, and should be a Level III airport in the Georgia system.

Unclassified Airport Recommendations: As part of their ASSET Study, FAA classified airports in the federal airport system as National, Regional, Local, Basic, and Unclassified. In general, airports in the Unclassified category have slipped below the NPIAS criteria of having 10 based aircraft. While FAA has not confirmed if Unclassified airports will continue to receive FAA funding, it is possible that they may not. Therefore, if circumstances at Unclassified Georgia airports change, their classification should also change. The GSASP notes that of the Unclassified airports, Wrens Memorial Airport currently has nine based aircraft, but is within 30 minutes of another NPIAS airport. Nevertheless, it could be considered for NPIAS inclusion as a Basic airport because it was previously in the NPIAS. The other Unclassified Georgia airports should be monitored to identify changes in their based aircraft levels to determine if they should be moved out of the Unclassified category:

- Turner County Airport
- Lower Chattahoochee Regional Airport

- Homerville Airport
- Jekyll Island Airport
- Millen Airport
- Brantley County Airport
- Sylvester Airport

7.2.2 Recommendations from Additional Study Research

The GSASP researched three additional areas: airport control of RPZs, airports with through-the-fence (TTF) operators, and communities surrounding system airports that have adopted controls to protect airports.

- **RPZ Recommendations:** The GSASP investigated 280 RPZs for all study airports to determine which are under airport control and which are devoid of development and/or activities that are in conflict with FAA guidelines. Only 30 percent of all 280 RPZs are now under airport control. Each airport's RPZ information is presented in the individual airport reports in **Appendix B**; these reports show actions needed to preclude incompatible development from each RPZ. As airports undertake updates to their airport master plan and/or ALP, these locally generated plans should include feasible steps to resolve incompatible development in each RPZ and to gain control of each RPZ.
- **TTF Recommendations:** To be in full compliance with FAA guidelines and airport grant assurances, airports in Georgia should not host/enable TTF operations. The 17 system airports that have TTF activities should take steps to end these operations. At a minimum, these airports should:
    - Have written agreements in place with all operators.
    - Enforce and collect rates and charges from these operators that are consistent with similar charges for on-airport tenants.
- **Land Use Recommendations:** Airports, through their FAA grant assurances, are charged with promoting compatible land use in the airport environs. The system plan identified 196 local governments that are adjacent to the 102 system airports. Research shows that only 20 percent of all 196 local governments have taken steps to adopt airport-specific zoning that protects an airport. More education and work is needed to increase the number of local governments in Georgia that are protecting airport resources, including stronger partnerships and educational efforts that involve local governments that surround the system airports. This inventory effort also included drafting a template ordinance for airports to either review/update their existing controls or institute new controls for those local governments without current airport zoning. Follow-on efforts are needed to:
    - Determine if existing statutes that are in place are FAA compliant and enable the airports to meet their grant assurances.
    - Identify recommendations/actions that are appropriate for communities that do not have airport-specific zoning/land use controls.

7.2.3 Recommendations for System Performance Measures

The Georgia airport system was evaluated using a set of comprehensive measures that helped show how the system is currently performing in terms of accessibility to certain types of airport facilities. High-level findings/recommendations related to the results of the system evaluation follow.

- **60-minute proximity to an airport with scheduled commercial airline service:** It is unlikely, but not impossible, that Georgia will attract schedule airline service to additional airports. In the past few years, the airport serving Athens lost service, and scheduled airline service to Macon has been sporadic. As airlines continue to look for ways to increase revenue and decrease costs, communities

whose service is provided by a single carrier could find themselves at risk. The GSASP recommends that all commercial airports in Georgia take every action available to them to urge their communities to patronize the local commercial airport; this is the best way to help underpin a solid foundation for Georgia's commercial airport system.

- **30-minute proximity to an airport:** Georgia is served by an extensive and well-developed system of airports. A review of the system showed that there are few areas of the state that are beyond the 30-minute service area for one or more system airports. All areas that are beyond an existing service area were examined to determine if there is a need for additional system airports. The review showed that almost all areas beyond an existing 30-minute service area have one or more of the following characteristics: they have limited population/employment; there are rivers, wetlands, or other areas prone to flooding; there are areas that are designated wildlife management areas, parks, or other recreational areas. The GSASP recommends the following:
  - Plans should proceed for building a replacement for the Griffin-Spaulding County Airport.
  - Plans should proceed to develop a replacement for the St. Marys Airport in southeast Georgia.
  - An additional system airport should be pursued for the Dawson/Forsyth counties area.
- **30-minute proximity to an airport with any published instrument approach:** To meet the system plan objective that all Level II and Level I should have a published approach, the following airports should have a published approach. The existing runway length and/or other factors at some of these airports, however, could limit the feasibility of such an approach.
  - Turner County Airport
  - Marion County Airport
  - Lower Chattahoochee Regional Airport*
  - Lumpkin County-Wimpy's Airport*
  - Gilmer County Airport
  - Davis Field Airport*
  - Hawkinsville-Pulaski County Airport*
  - Spence Airport
  - Treutlen County Airport*
  - Sylvester Airport
  - Roosevelt Memorial Airport
  - Wrens Memorial Airport*

** These airports have a current runway length that is less than 3,200 feet. FAA typically recommends that an airport have a runway length of at least 3,200 feet to support a published approach.*

- **45-minute proximity to an airport with an approach that provides vertical guidance:** GSASP objectives call for all Level III airports to have an approach that is served by both lateral and vertical guidance. All Level III airports meet this objective so there are no additional recommendations for this measure.
- **30-minute proximity to an airport with on-site weather reporting equipment (AWOS/ASOS):** System objectives indicate that all Level III and Level II airports should have on-site weather reporting equipment. To meet this objective, it is recommended that the following airports be equipped with on-site weather reporting equipment:
  - Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport
  - Cook County Airport

  - Dawson Municipal Airport
  - Macon Downtown Airport
- **30-minute proximity to an airport with one runway at least 4,000 feet long:** To meet system plan objectives, as demand warrants and airport conditions support, the following airports should have a 4,000-foot runway:
  - Marion County Airport
  - Lower Chattahoochee Regional Airport
  - Lumpkin County-Wimpy's Airport
  - Gilmer County Airport
  - Davis Field Airport
  - Hawkinsville-Pulaski County Airport
  - Jekyll Island Airport
  - Madison Municipal Airport
  - Treutlen County Airport
  - Wrens Memorial Airport
- **30-minute proximity to an airport with one runway at least 5,000 feet long:** To meet system plan objectives, as demand warrants and airport conditions support, the following airports should have a 5,000-foot runway. It is worth noting that the Griffin-Spaulding County Airport is currently being redeveloped at a new site; when the replacement airport is opened, the plan is for this airport to have runway that is at least 5,000 feet long.
  - Dawson Municipal Airport
  - Griffin-Spalding County Airport
  - Macon Downtown Airport
  - Washington-Wilkes County Airport
- **45-minute proximity to an airport with one runway at least 5,500 feet long:** To meet system plan objectives, as demand warrants and airport conditions support, the following airports should have a 5,500-foot runway.
  - Blairsville Airport
  - Louisville Municipal Airport
- **Primary runways meeting a Pavement Condition Index (PCI) objective of 70:** Pavement conditions for the primary runway at each of the study airports change with weather, underlying surface conditions, and use. Therefore, which airports meet a PCI objective of 70 and which do not are always changing. Based on data collected for the system plan, the following airports reportedly do not meet the PCI objective of 70 for their primary runway; it is recommended that steps be taken to improve the condition of the primary runway at these airports. When results from Georgia's on-going Airfield Pavement Management Study are published in 2019, the results shown below may change.
  - Cartersville Airport
  - Hawkinsville-Pulaski County Airport
- **Primary runways meeting Runway Safety Area (RSA) objectives:** FAA design standards, based on the airport's ARC, dictate the RSA dimensions for each runway end. Based on the conditions reported at the time of the GSASP data collection effort, the plan recommends that the following airports take steps to improve the dimensions of their RSAs to meet their applicable FAA requirements:
  - Cook County Airport
  - Bacon County Airport

- Fulton County Airport-Brown Field
- Tom B. David Field Airport
- Cartersville Airport
- Polk County Airport-Cornelius Moore Field
- Lower Chattahoochee Regional Airport
- Gilmer County Airport
- Fitzgerald Municipal Airport
- Jekyll Island Airport
- Jesup-Wayne County Airport
- Barwick Lafayette Airport
- Louisville Municipal Airport
- Quitman Brooks County Airport
- Treutlen County Airport

- **Applicable primary runways meeting runway/taxiway separation standards:** Airports with a full or partial parallel taxiway have separation standards between runway and taxiway centerlines that are determined by the ARC assigned to the runway. Not all system airports have a full or a partial parallel taxiway, so the objective for meeting the runway and taxiway separation standard is not applicable for all airports. System plan review showed that the airports below do not currently meet their applicable separation standards. As possible, these airports should take steps to resolve this deficiency. It is worth noting that the Griffin-Spaulding County Airport is in the process of relocating to a new site, which will resolve the deficiency.
  - Cobb County International Airport-McCollum Field
  - Early County Airport
  - Fitzgerald Municipal Airport
  - Griffin-Spalding County Airport
  - Macon Downtown Airport
  - Baldwin County Airport
  - Quitman Brooks County Airport

7.3 Summary of Airport Facility and Service Objective Recommendations

The GSASP established facility and service objectives for each Georgia airport by airport level. The following sections provide information on recommendations by objective that would be needed for each airport to meet all of their plan-related objectives.

The facility and service objectives for each of the four levels are presented in **Table 7-1**, along with the current system performance for airports in each level. A cost estimate was not developed as part of the system plan's analysis for some deficiencies identified in the table; for example, a high percentage of system airports are reported as not having FBOs, aircraft maintenance services, or rental cars. These services are demand-driven and most often provided by third-party sources; therefore, costs to meet these service-related objectives were not included in the system plan's cost estimating task.

TABLE 7-1: SUMMARY OF FACILITY AND SERVICES OBJECTIVE PERFORMANCE BY LEVEL

Airport Facility/ Service	Level III - Commercial Service		Level III - General Aviation		Level II		Level I		Statewide
	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Percentage Meeting Objective
Airside Facilities									
Runway Length	5,500'	100%	5,500'	94%	5,000'	86%	4,000'	67%	84%
Runway Width	100'	100%	100'	97%	100'	59%	75'	80%	81%
Taxiway	Full parallel	100%	Full parallel	86%	Full parallel	76%	Turnarounds at each end; Full parallel desirable	53%	75%
Primary Runway Pavement Condition	PCI of 70 or greater	100%	PCI of 70 or greater	97%	PCI of 70 or greater	100%	PCI of 70 or greater	97%	98%
Primary Runway Pavement Strength	30,000 lbs SW	100%	20,000 lbs SW	97%	15,000 lbs SW	97%	12,500 lbs SW	83%	93%
	120,000 lbs DW		50,000 lbs DW		30,000 lbs DW				
Approach	Precision	100%	Near precision	100%	Non-precision	100%	Non-precision	60%	88%
Lighting System	HIRL	88%	HIRL (precision approach) or MIRL (other approach	80%	MIRL	100%	MIRL	87%	88%
	MITL	100%	MITL	100%	MITL	79%	MITL	50%	79%
	Approach lights	100%	Approach lights	71%	Not an objective	N/A	Not an objective	N/A	77%
NAVAIDs/Visual Aids	Rotating beacon	100%	Rotating beacon	100%	Rotating beacon	100%	Rotating beacon	83%	95%
	Segmented circle	100%	Segmented circle	91%	Segmented circle	97%	Segmented circle	87%	92%
	Wind cone	100%	Wind cone	100%	Wind cone	100%	Wind cone	100%	100%
	PAPIs	75%	PAPIs	91%	PAPIs	86%	PAPIs	63%	80%
Weather Reporting	AWOS or ASOS	100%	AWOS or ASOS	97%	AWOS or ASOS	90%	Not an objective	N/A	68%
Airfield Signage	Runway hold position signs	100%	Runway hold position signs	60%	Runway hold position signs	41%	Not an objective	N/A	40%
	Location signs		Location signs		Location signs		Not an objective		
	Guidance signs		Guidance signs		Guidance signs		Not an objective		
Fencing	Full perimeter	100%	Full perimeter	34%	Full perimeter	17%	Operations area; Full perimeter desirable	33%	34%

TABLE 7-1: SUMMARY OF FACILITY AND SERVICES OBJECTIVE PERFORMANCE BY LEVEL

Airport Facility/ Service	Level III - Commercial Service		Level III - General Aviation		Level II		Level I		Statewide
	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Percentage Meeting Objective
Other Facilities									
Hangar Aircraft Storage	70% of based aircraft fleet	88%	70% of based aircraft fleet	80%	60% of based aircraft fleet	90%	60% of based aircraft fleet	77%	82%
Tie-downs	30% of based aircraft fleet plus an add'l 75% for transient aircraft	63%	30% of based aircraft fleet plus an add'l 75% for transient aircraft	63%	40% of based aircraft fleet plus an add'l 50% for transient aircraft	59%	40% of based aircraft fleet plus an add'l 25% for transient aircraft	67%	63%
Terminal/	2,500 sq ft including restrooms, conference area, and pilots' lounge	100%	2,500 sq ft including restrooms, conference area, and pilots' lounge	86%	1,500 sq ft restrooms, conference area, and pilots' lounge	55%	750 sq ft enclosed space with restrooms	30%	62%
Administration									
Auto Parking	1 space for each based aircraft plus an add'l 50% for visitors/employees	63%	1 space for each based aircraft plus an add'l 50% for visitors/employees	26%	1 space for each based aircraft plus an add'l 50% for visitors/employees	24%	1 space for each based aircraft plus an add'l 25% for visitors/employees	37%	31%
Services									
Fuel	AvGas and/or Jet fuel	100%	AvGas and/or Jet fuel	100%	AvGas and/or Jet fuel	100%	AvGas, Jet fuel as required	57%	87%
FBO	Full service	100%	Full service	91%	Full service	90%	Limited service	30%	74%
Maintenance	Full service	100%	Full service	83%	Limited service	90%	Not an objective	N/A	88%
Rental Cars	Available	100%	Available	93%	Available	66%	Not an objective	N/A	82%

Source: Jviation

The deficiencies identified in **Table 7-1** provide the foundation for final system recommendations as well as for recommendations for individual study airports; associated costs are presented in this chapter. Airport-specific recommendations to meet applicable facility/service objectives are provided the airport Report Cards included in **Appendix B**.

7.4 Cost Estimating

The methodology used to estimate costs for projects in the recommended plan included:

- Compare existing facilities at each individual airport to facility/service objectives identified for each airport's recommended system level.
- Identify specific airport projects or actions needed to reach the airport's applicable objectives.
- Estimate project quantities.
- Use estimated unit costs, applying these costs to specific airport needs/projects.

In this process, costs were first identified on an airport-by-airport basis, and then compiled at the system level by project category. Costs presented in this chapter are based on unit costs for each type of facility. Unit costs used in the system plan's analysis were obtained from current airport construction costs in Georgia. Unit costs were increased to allow for contingency expenses related to planning, engineering, and design. Importantly, the costs identified in this chapter will vary based on site-specific conditions that may require significant site preparation efforts or other mitigation to allow for construction.

Wherever possible, actual costs were used as a baseline in the development of unit costs. The range of airports and their specific settings in the state may cause actual costs to vary. Further, costs presented in this chapter are based on 2017 US dollars without increases to reflect future inflation. If a project identified by the system plan is already included in an airport's individual CIP, the CIP cost for that project was used in this analysis.

Costs associated with GSASP recommendations are aggregated for the following categories (with detailed sub-components included in parenthesis):

- Apron (Tie-downs)
- Auto Parking & Ground Access (General Aviation Auto Parking)
- Fuel
- Hangars (Hangared Aircraft Storage)
- Lighting, NAVAIDs, & Signage (Runway Lighting, Taxiway Lighting, ALS, Approach Type, Weather Reporting, Rotating Beacon, VGSI, Segmented Circle, Wind Cone, Airfield Signage)
- Pavement Maintenance (Primary Runway PCI)
- Runways (Runway Width, Runway Length)
- Safety (Primary Runway Safety Area, Runway to Taxiway Separation)
- Security (Fencing)
- Taxiways
- Terminal Buildings (General Aviation Terminal/Administration)

Pavement project costs associated with the 2012 GDOT Statewide Airfield Pavement Management Study are aggregated for the following categories:

- Runways
- Taxiways
- Apron

CIP project costs are aggregated by the following categories:

- Runways
- Taxiways
- Safety
- Lighting, NAVAIDs, & Signage
- Apron
- Hangars
- Terminal Buildings
- Fuel
- Auto Parking & Ground Access
- Security
- Utilities & Drainage
- Equipment
- Other-Buildings
- Other/Miscellaneous
- Acquisitions, Relocations, & Easements
- Plans & Studies

RPZ costs are aggregated by the following categories:

- Land Acquisition
- Residential/Commercial Property Acquisition and Relocation
- Road Relocation
- Railroad Relocation

Additional/Replacement airport costs are aggregated by the following categories:

- Additional Airports
- Replacement Airports

In order to present all of the above categories in a single, concise table and/or chart for combined development costs across all plans and analyses, the number of categories were collapsed into the following simplified categories:

- Acquisitions, Relocations, & Easements
- Apron
- Auto Parking & Ground Access
- Equipment
- Fuel
- Hangars
- Lighting, NAVAIDs, & Signage
- New/Replacement Airport
- Pavement Maintenance
- Plans & Studies
- Runways & Taxiways
- Safety & Security
- Terminals & Other Buildings
- Utilities, Drainage, & Other/Misc.

All projects contributing to the cost estimates presented in this chapter are available in the airport-specific Report Cards presented in **Appendix B**, including all projects and their associated costs. The Report Cards are organized by project source (System Plan, CIP, Statewide Airfield Pavement Management Study, RPZ mitigation, or additional/replacement airport).

7.4.1 Costs Associated with System Plan Recommendations

System plan cost estimates, by project category and airport level, are summarized in **Table 7-2** and **Table 7-3**. The totals by airport level are identical in **Table 7-2** and **Table 7-3**.

Table 7-2 presents a summary of GSASP costs by detailed project category level.

TABLE 7-2: SUMMARY OF SYSTEM PLAN COSTS BY DETAILED PROJECT CATEGORY AND LEVEL

Facility/Service Item	Level III Commercial Service	Level III	Level II	Level I	Total	Percentage of Total
Runway Length	$0	$3,500,000	$6,807,541	$41,703,400	$52,010,941	10%
Runway Width	$0	$3,240,000	$36,000,000	$13,500,000	$52,740,000	10%
Taxiway	$0	$31,420,000	$32,475,000	$30,630,000	$94,525,000	17%
Primary Runway PCI	$0	$2,200,000	$0	$500,000	$2,700,000	<1%
Primary Runway Safety Area	$0	$21,805,000	$1,200,000	$650,000	$23,655,000	4%
Runway to Taxiway Separation	$0	$30,700,000	$2,200,000	$850,000	$33,750,000	6%
Lighting System						
– Runway	$0	$4,090,000	$0	$1,440,000	$5,530,000	1%
– Taxiway	$0	$0	$3,070,000	$4,100,000	$7,170,000	1%
– Approach Lighting System	$0	$11,975,000	$0	$0	$11,975,000	2%
Approach Type	$0	$0	$0	$720,000	$720,000	<1%
Weather Reporting	$0	$300,000	$1,015,000	$0	$1,315,000	<1%
Navigational Aids						
– Rotating Beacon	$0	$0	$0	$330,000	$330,000	<1%
– VGSI	$150,000	$400,000	$325,000	$1,075,000	$1,950,000	<1%
– Segmented Circle	$0	$150,000	$0	$200,000	$350,000	<1%
– Wind Cone	$0	$0	$0	$0	$0	0%
Airfield Signage	$0	$2,455,000	$2,610,000	$0	$5,065,000	1%
Fencing	$0	$16,695,655	$13,965,073	$6,236,334	$36,897,062	7%
Hangared Aircraft Storage	$15,050,000	$58,100,000	$3,400,000	$1,810,000	$78,360,000	14%
Tie-downs	$9,340,000	$47,690,000	$21,460,000	$9,990,000	$88,480,000	16%
General Aviation Terminal/Administration	$0	$1,432,500	$11,007,500	$5,161,300	$17,601,300	3%
General Aviation Auto Parking	$1,694,000	$11,108,000	$5,145,000	$1,976,000	$19,923,000	4%
Fuel	$0	$0	$0	$4,035,000	$4,035,000	1%
FBO	$0	$0	$0	$0	$0	0%
Maintenance	$0	$0	$0	$0	$0	0%
Rental Cars	$0	$0	$0	$0	$0	0%
Total	**$26,234,000**	**$247,261,155**	**$140,680,114**	**$124,907,034**	**$539,082,303**	**100%**
Percentage of Total	**5%**	**46%**	**26%**	**23%**	**100%**	

Source: Jviation

Table 7-3 presents a summary of recommended GSASP costs by reduced/collapsed project category and level.

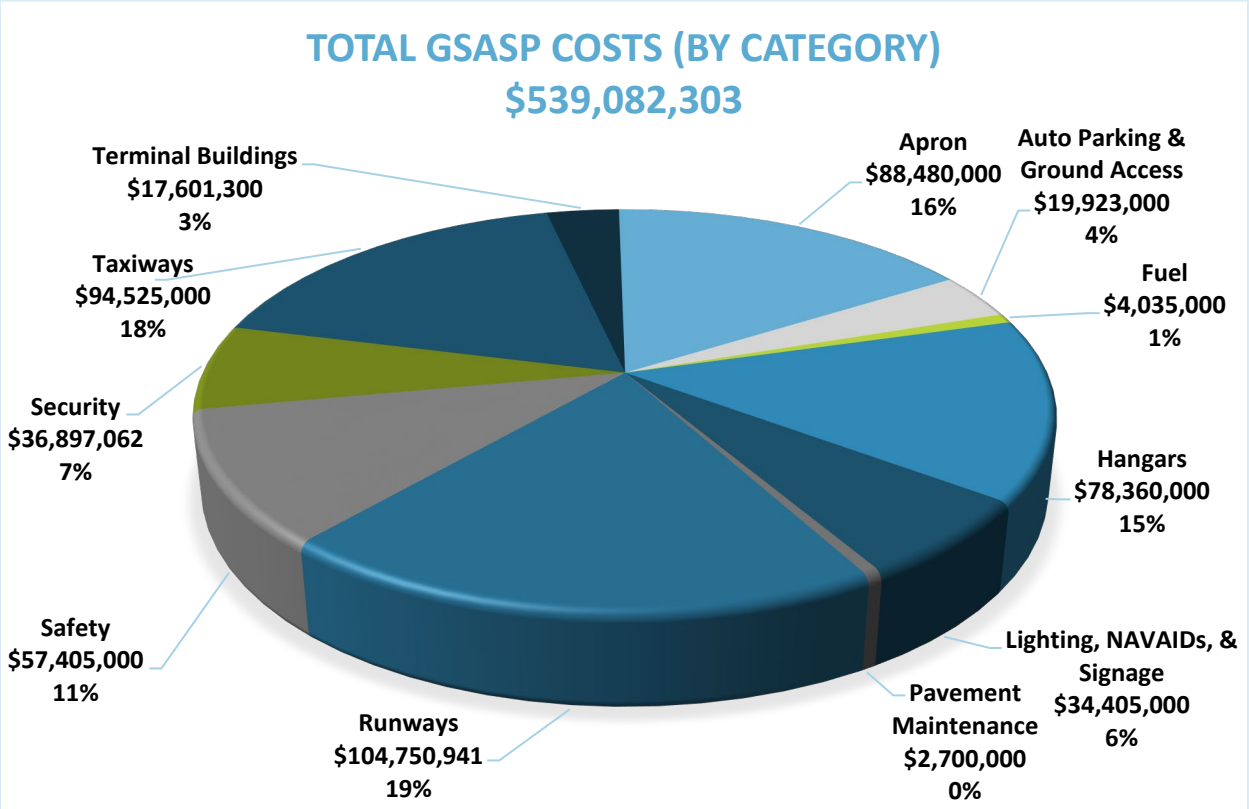
TABLE 7-3: SYSTEM PLAN COSTS SUMMARIZED BY PROJECT CATEGORY AND LEVEL

Project Category	Level III Commercial Service	Level III	Level II	Level I	Total	Percentage of Total
Aprons	$9,340,000	$47,690,000	$21,460,000	$9,990,000	$88,480,000	16%
Auto Parking & Ground Access	$1,694,000	$11,108,000	$5,145,000	$1,976,000	$19,923,000	4%
Fuel	$0	$0	$0	$4,035,000	$4,035,000	1%
Hangars	$15,050,000	$58,100,000	$3,400,000	$1,810,000	$78,360,000	15%
Lighting, NAVAIDs, & Signage	$150,000	$19,370,000	$7,020,000	$7,865,000	$34,405,000	6%
Pavement Maintenance	$0	$2,200,000	$0	$500,000	$2,700,000	1%
Runways	$0	$6,740,000	$42,807,541	$55,203,400	$104,750,941	19%
Safety	$0	$52,505,000	$3,400,000	$1,500,000	$57,405,000	11%
Security	$0	$16,695,655	$13,965,073	$6,236,334	$36,897,062	7%
Taxiways	$0	$31,420,000	$32,475,000	$30,630,000	$94,525,000	18%
Terminal Buildings	$0	$1,432,500	$11,007,500	$5,161,300	$17,601,300	3%
Total	**$26,234,000**	**$247,261,155**	**$140,680,114**	**$124,907,034**	**$539,082,303**	**100%**
Percentage of Total	**5%**	**46%**	**26%**	**23%**	**100%**	

Source: Jviation

Altogether, the costs associated with system plan recommendations for all project categories total approximately $539 million. **Figure 7-1** illustrates the distribution of total estimated system plan costs by project category. As shown, the most significant costs for recommended system improvements relate to runway projects, followed by taxiways, apron, and hangars.

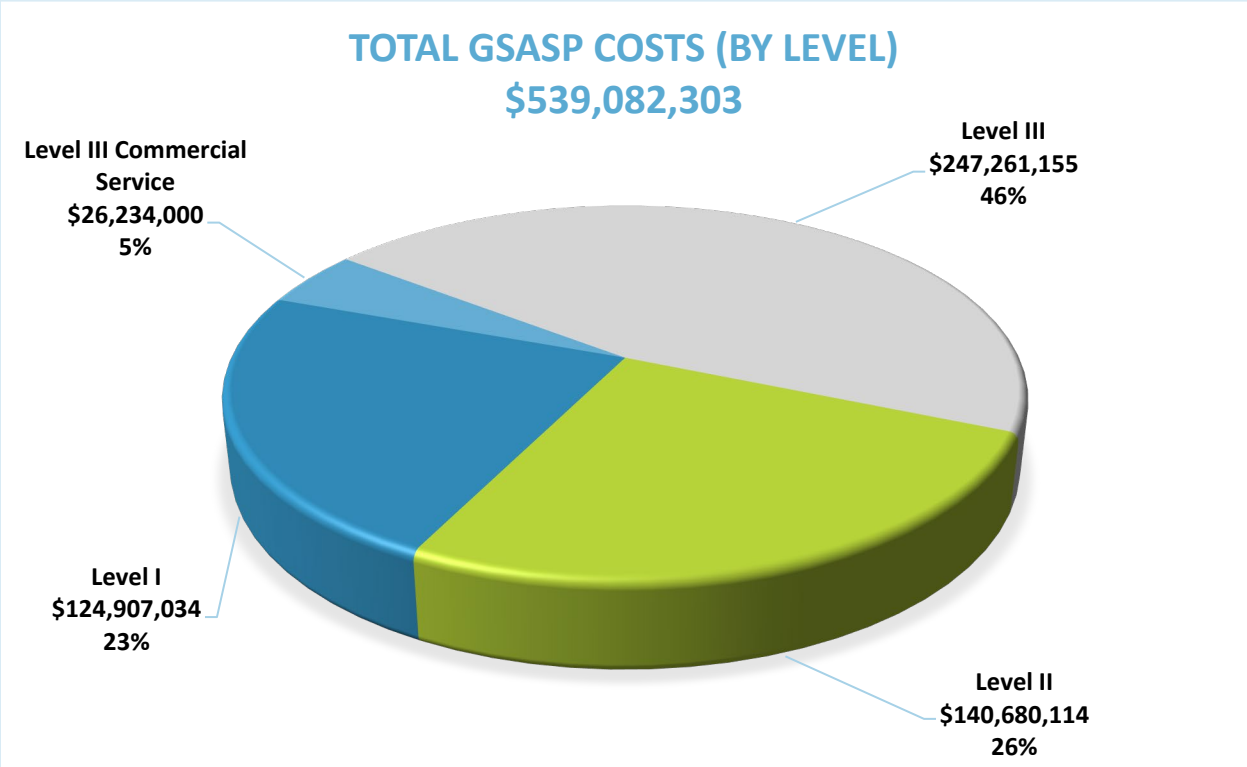
FIGURE 7-1: SYSTEM PLAN COSTS BY PROJECT CATEGORY



Source: Jviation

In addition to the estimated system development costs by project category, a summary of estimated costs by airport level (Level III - Commercial Service, Level III - General Aviation, Level II, Level I) was developed and is shown in **Figure 7-2**. This graphic was developed with airport-specific projects from the system plan costs summarized by project category, as shown in **Table 7-3**. As shown in **Figure 7-2**, Level III - General Aviation airports have the largest share of estimated costs associated with GSASP recommendations, followed by airports in Level II, Level I, and Level III - Commercial Service. Because Georgia's commercial airports are developed to meet the needs of most commercial carriers, their additional development needs are limited related to meeting objectives established by the GSASP. System plan facility objectives are focused primarily on meeting the needs of general aviation users.

FIGURE 7-2: SYSTEM PLAN PROJECT COSTS BY LEVEL



Source: Jviation

7.4.2 Other Development Costs for System Airports

Recommended GSASP projects represent only a portion of the total development and maintenance costs that Georgia airports could require in the near term. In order to have a better picture of total investment needs for Georgia's airport system, projects identified in each airport's current CIP and in the 2012 GDOT Statewide Airfield Pavement Management Study were also considered. In addition, the costs identified as part of this study's RPZ analysis were also considered. While CIP costs have been included for consideration in this analysis, it is worth re-stating that CIP requests are unvetted and often reflect an optimistic/unconstrained level of development.

Current CIPs were reviewed to provide GDOT with a general understanding of what projects are already being considered on the local level that would address deficiencies noted in the GSASP. A review was performed to ensure project costs were not duplicated between the GSASP and current CIP projects for each airport. Projects in the Georgia Statewide Airfield Pavement Management Study were also reviewed to determine if any of the recommendations from that study are already included in an airport's current CIP. The combined costs from all sources provide a more holistic picture of anticipated financial needs.

Costs Associated with Pavement Maintenance Projects

The 2012 GDOT Statewide Airfield Pavement Management Study identified maintenance, repair, and rehabilitation projects needed to sustain functional pavements at Georgia's airports over a five-year period. While some of the projects identified in the 2012 Airfield Pavement Management Study have been completed, others have not. Those projects and their associated costs were identified as additional costs to be considered as part of the GSASP's recommendations. **Table 7-4** presents a summary of pavement maintenance costs for

system airports by project category and airport level, as identified in the 2012 Statewide Airfield Pavement Management Study. As shown in the table, pavement projects require significant investment, totaling more than $275 million. Runway projects account for the largest share of the pavement-related costs, followed apron projects, and taxiway projects. By system level, Level III general aviation airports have the highest estimated costs, followed by Level III Commercial Service, Level II, and Level I airports.

Actual costs related to improving and maintaining the condition of pavement at Georgia airports could be more than the $275 million shown in the table. GDOT undertook an update to its Statewide Airfield Pavement Management Study in 2018. It is anticipated the costs associated with maintaining runways, taxiways, and aprons at the airports could be higher than the current estimate of $275 million.

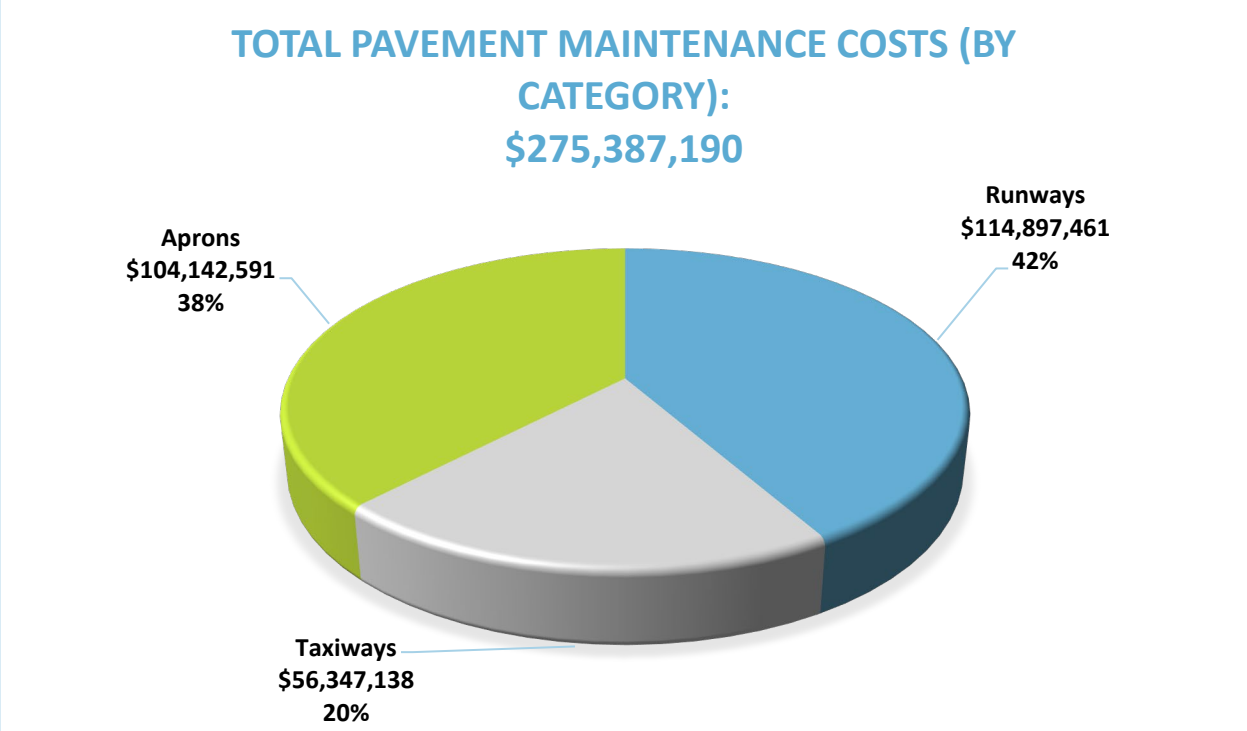
TABLE 7-4: SUMMARY OF PAVEMENT COSTS BY PROJECT CATEGORY AND LEVEL

Project Category	Level III Commercial Service	Level III	Level II	Level I	Total	Percentage of Total
Runways	$34,563,449	$56,256,889	$13,357,058	$10,720,065	$114,897,461	42%
Taxiways	$17,657,139	$29,582,769	$7,378,214	$1,729,016	$56,347,138	20%
Aprons	$34,016,932	$52,921,657	$9,359,607	$7,844,395	$104,142,591	38%
Total	**$86,237,520**	**$138,761,315**	**$30,094,879**	**$20,293,476**	**$275,387,190**	**100%**
Percentage of Total	**31%**	**50%**	**11%**	**7%**	**100%**	

Source: Jviation

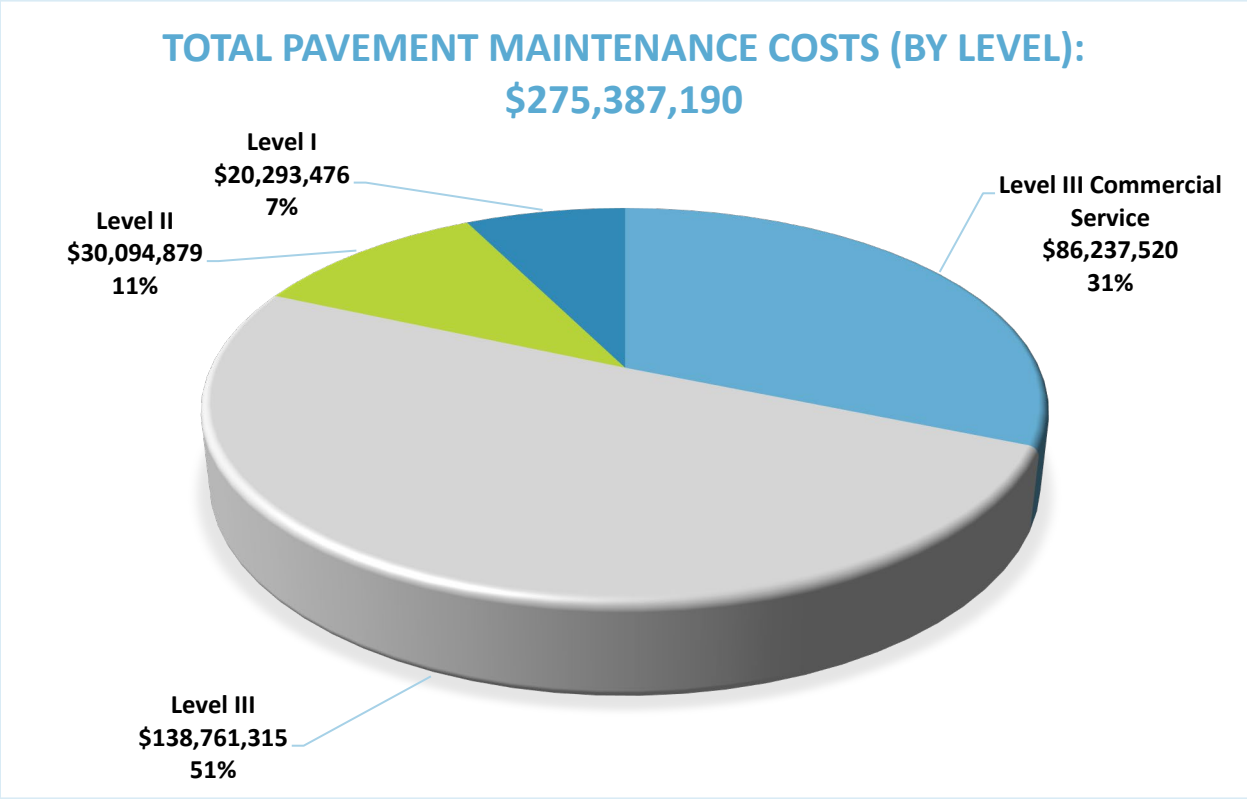
Figure 7-3 and **Figure 7-4** graphically depict the share of pavement-related costs by project category and system airport level.

FIGURE 7-3: PAVEMENT COSTS BY PROJECT CATEGORY



Source: Jviation

FIGURE 7-4: PAVEMENT COSTS BY AIRPORT LEVEL



Source: Jviation

Costs Associated with Airport CIP Projects

A summary of CIP project costs for all system airports (as most recently reported to GDOT) is presented in **Table 7-5**. As shown in the table, if fully implemented, CIP projects for system airports would require investment totaling nearly $713 million over the next five years; on average, $142.5 million per year could be required to fund all existing CIPs. By CIP project category, taxiway projects make up the largest share of costs, followed by hangar projects, runway projects, apron projects, and RPZ projects (acquisitions, relocations, and easements). The remaining 11 project categories each represent less than 10 percent of the total cost. By system level, Level III - Commercial Service airports represent the largest share of CIP costs, followed by Level III – General Aviation, Level II, and Level I airports. CIP costs are in addition to those costs identified to address deficiencies noted by the GSASP. The CIP costs often represent an optimum level of airport development. CIP costs included here have not been vetted or approved by GDOT; they are included for reference to provide a more holistic view of funding that could be requested for Georgia airports in the coming years. If an airport had a project in its CIP that was also recommended in the GSASP, that project was incorporated into the GSASP recommendations and costs and was removed from the CIP.

TABLE 7-5: PAVEMENT COSTS BY PROJECT CATEGORY AND AIRPORT LEVEL

Project Category	Level III Commercial Service	Level III	Level II	Level I	Total	Percentage of Total
Runways	$36,569,736	$11,590,249	$35,246,667	$7,545,000	$90,951,652	13%
Taxiways	$35,409,831	$55,491,034	$11,871,455	$18,243,667	$121,015,987	17%

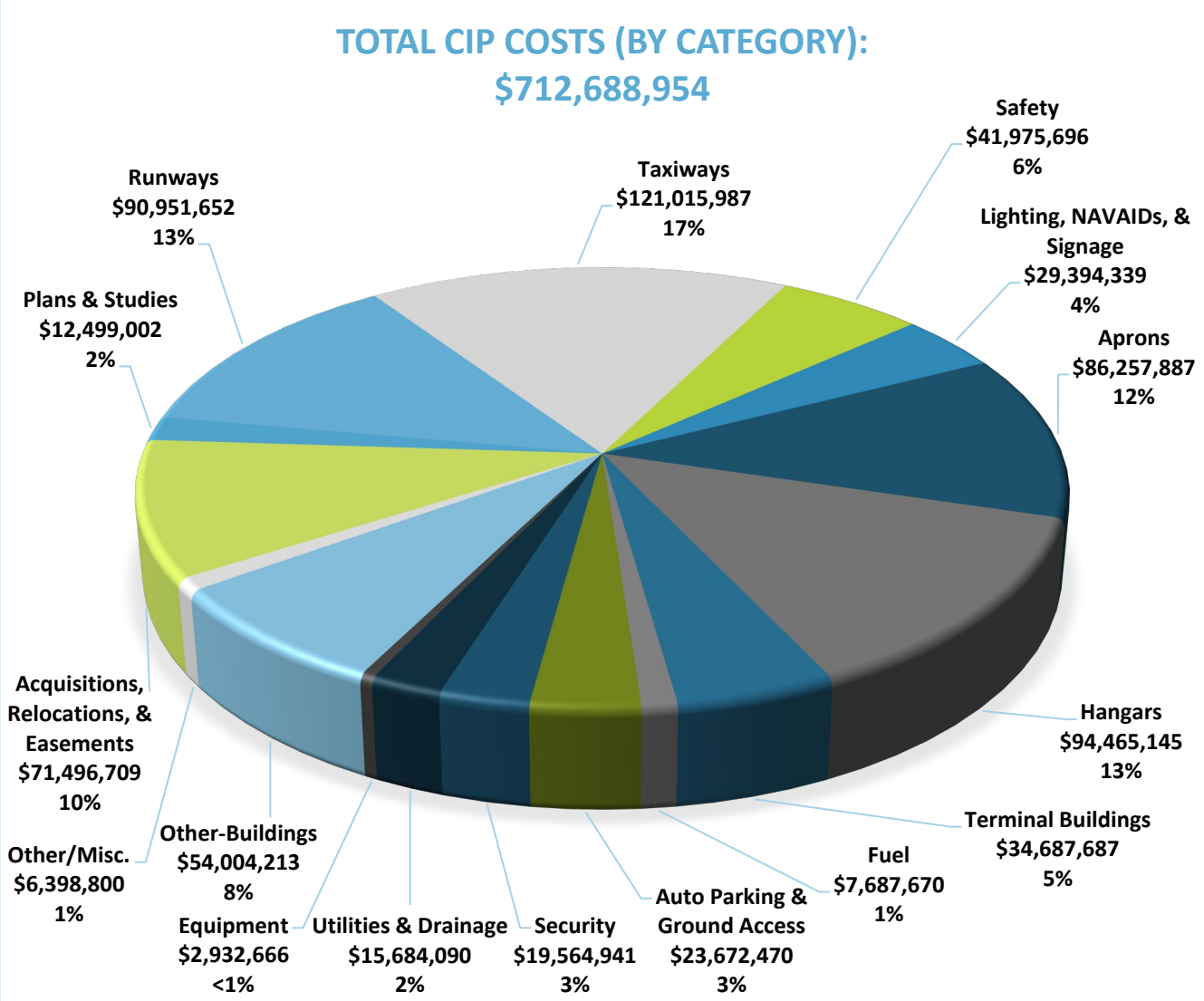
TABLE 7-5: PAVEMENT COSTS BY PROJECT CATEGORY AND AIRPORT LEVEL

Project Category	Level III Commercial Service	Level III	Level II	Level I	Total	Percentage of Total
Safety	$8,928,555	$20,830,656	$7,988,874	$4,227,611	$41,975,696	6%
Lighting, NAVAIDs, & Signage	$10,438,145	$10,842,111	$5,727,251	$2,386,832	$29,394,339	4%
Aprons	$28,683,243	$32,813,114	$16,815,530	$7,946,000	$86,257,887	12%
Hangars	$13,027,080	$47,720,110	$21,581,320	$12,136,635	$94,465,145	13%
Terminal Buildings	$28,535,687	$287,000	$4,665,000	$1,200,000	$34,687,687	5%
Fuel	$1,500,000	$2,287,500	$2,096,000	$1,804,170	$7,687,670	1%
Auto Parking & Ground Access	$6,005,470	$12,860,000	$4,267,000	$540,000	$23,672,470	3%
Security	$16,029,940	$166,667	$2,968,334	$400,000	$19,564,941	3%
Utilities & Drainage	$8,145,090	$4,834,000	$1,717,000	$988,000	$15,684,090	2%
Equipment	$2,932,666	$0	$0	$0	$2,932,666	<1%
Other-Buildings	$53,549,213	$390,000	$65,000	$0	$54,004,213	8%
Other/Misc.	$4,878,000	$1,311,800	$25,000	$184,000	$6,398,800	1%
Acquisitions, Relocations, & Easements	$16,430,000	$32,878,444	$17,897,412	$4,290,853	$71,496,709	10%
Plans & Studies	$2,953,287	$5,111,366	$2,726,349	$1,708,000	$12,499,002	2%
Total	**$274,015,943**	**$239,414,052**	**$135,658,192**	**$63,600,768**	**$712,688,954**	**100%**
Percentage of Total	**38%**	**34%**	**19%**	**9%**	**100%**	

Source: Jviation

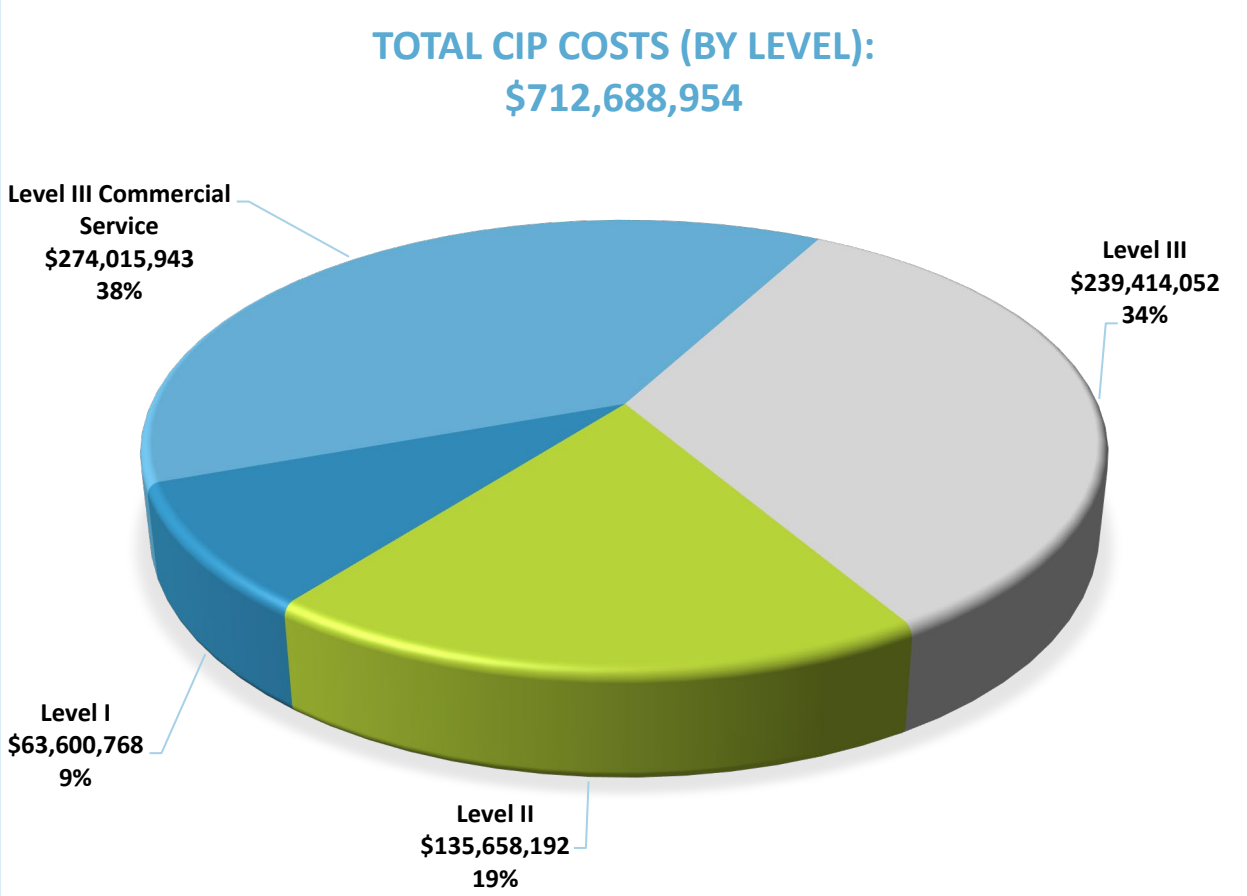
Figure 7-5 and **Figure 7-6** graphically depict the share of CIP-related costs by project category and airport level.

FIGURE 7-5: CIP COSTS BY PROJECT CATEGORY



Source: Jviation

FIGURE 7-6: CIP COSTS BY LEVEL



Source: Jviation

Costs Associated with Runway Protection Zones (RPZs)

A summary of RPZ costs for all system airports is presented in **Table 7-6**. These costs were developed as part of a GSASP task that identified actions and associated costs that would be required for all airports to have control for their respective RPZs through ownership or easements. Costs to bring all RPZs under the control of system airports could require investment totaling over $283.5 million. RPZ projects generally consist of acquisitions, relocations, and easements. By project category, residential/commercial property acquisitions make up the largest share of costs, followed by other acquisition, road relocations, and railroad relocations. By system level, Level III - General Aviation airports represent the largest share of RPZ mitigation costs, followed by Level III - Commercial Service airports, Level II airports, and Level I airports.

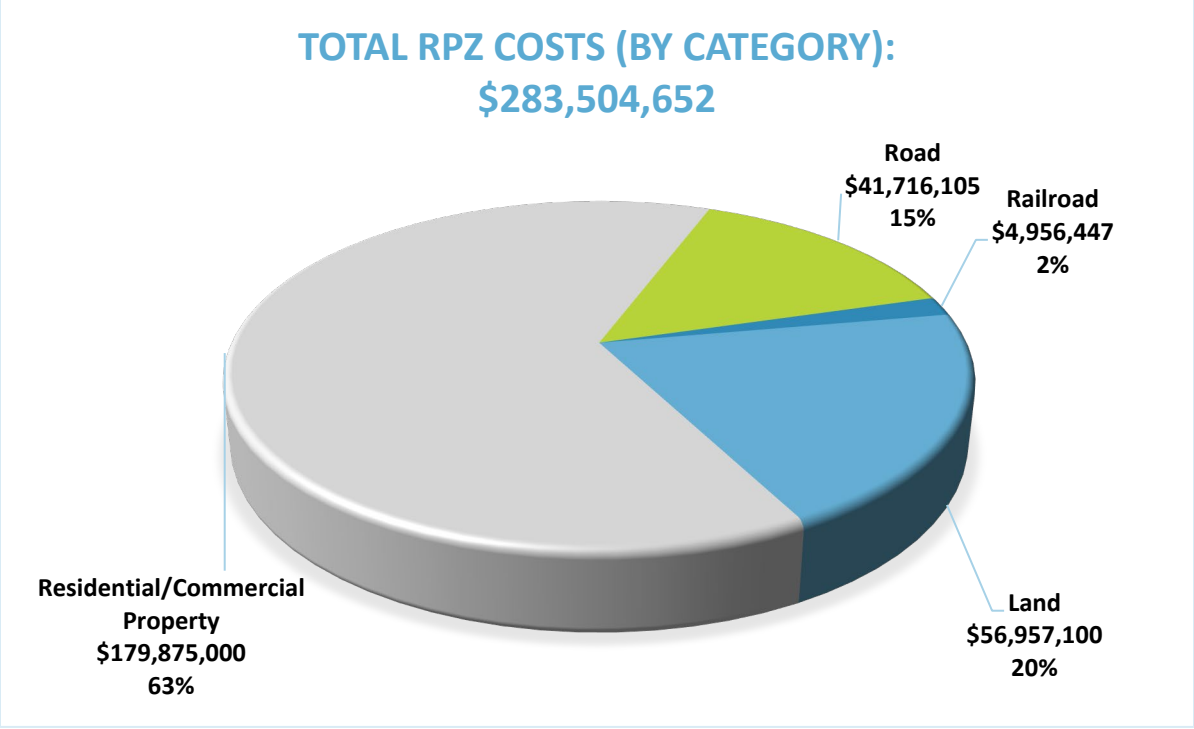
TABLE 7-6: SUMMARY OF RPZ COSTS BY PROJECT CATEGORY AND LEVEL

Project Category	Level III Commercial Service	Level III	Level II	Level I	Total	Percentage of Total
Land	$13,030,000	$33,695,400	$6,459,700	$3,772,000	$56,957,100	20%
Residential/Commercial Property	$35,750,000	$82,250,000	$41,500,000	$20,375,000	$179,875,000	63%
Road	$8,767,827	$19,922,981	$7,903,483	$5,121,814	$41,716,105	15%
Railroad	$1,473,545	$2,658,127	$824,775	$0	$4,956,447	2%
Total	**$59,021,372**	**$138,526,508**	**$56,687,958**	**$29,268,814**	**$283,504,652**	**100%**
Percentage of Total	**21%**	**49%**	**20%**	**10%**	**100%**	

Source: Jviation

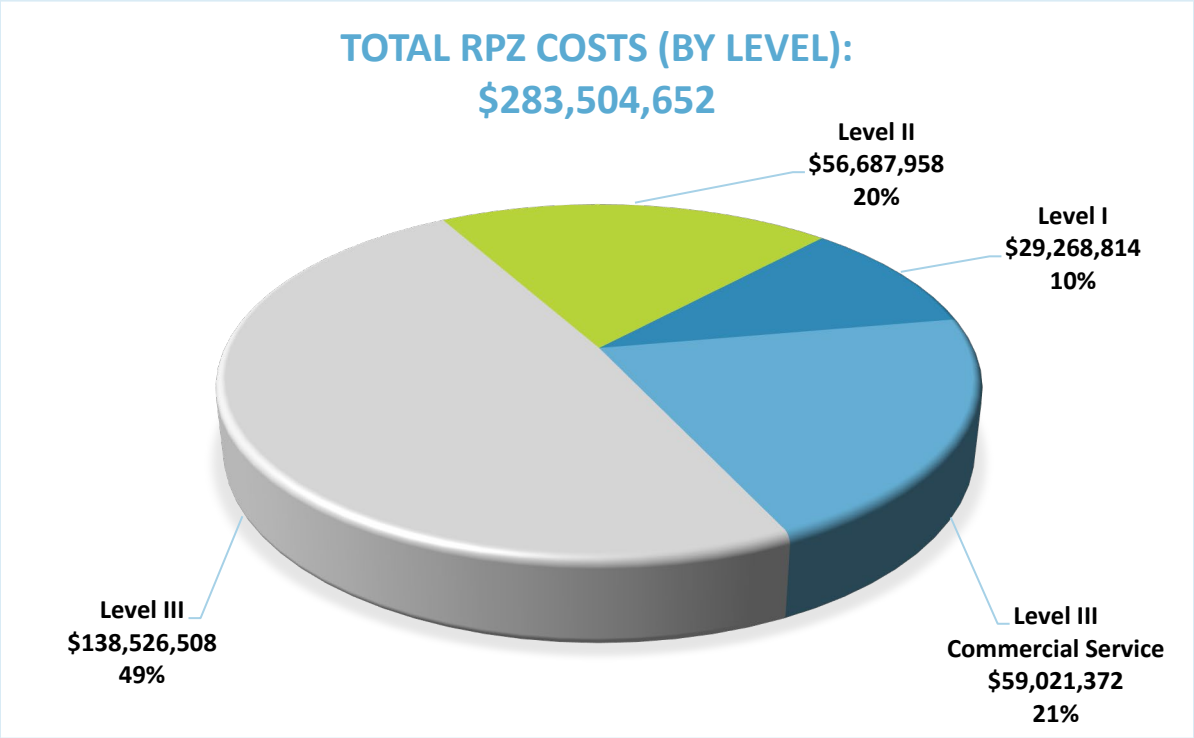
Figure 7-7 and **Figure 7-8** graphically depict the share of RPZ-related costs by project category and system level.

FIGURE 7-7: RPZ COSTS BY PROJECT CATEGORY



Source: Jviation

FIGURE 7-8: RPZ COSTS BY LEVEL



Source: Jviation

Costs Associated with Additional or Replacement Airports

There are three initiatives currently underway in Georgia that could lead to additional or replacement airports. The GSASP identified an area north of Atlanta that could benefit from an additional Level III airport. Dawson and Forsyth counties are in the identified accessibility void. Preliminary work has been completed to identify costs that could be incurred to develop a public airport facility to serve the Dawson/Forsyth county area. Preliminary costs identified during the Dawson/Forsyth County Airport Study (conducted in conjunction with the GSASP) to provide an additional Level III airport are shown in **Table 7-7**. It is possible, not determined at this time, that the additional public airport could be a private airport that is upgraded and converted to public ownership.

Griffin-Spaulding County Airport is on the path to being moved to a new location. This airport's current location is constrained, making it difficult for the airport to fulfill its role in the federal and state airport system. A replacement site has been identified and is in the process of being developed; development at the replacement site will continue over the next several years. The cost for redeveloping this airport at the replacement site is estimated at $82.5 million.

On September 14, 2017, St. Marys Airport in southeast Georgia closed. Work has been undertaken by GDOT to identify sites in the Camden/Charlton county area that are technically suitable for a replacement airport. Until a final site is identified, the cost for a replacement airport in southeast Georgia remains in flux. Information from the GDOT analysis on a range of costs that might be expected for a replacement airport were considered to provide a "placeholder" for possible costs for this replacement airport. According to analysis completed to date, costs for a replacement airport in this part of Georgia could reach $78 million.

TABLE 7-7: ADDITIONAL OR REPLACEMENT AIRPORT COSTS

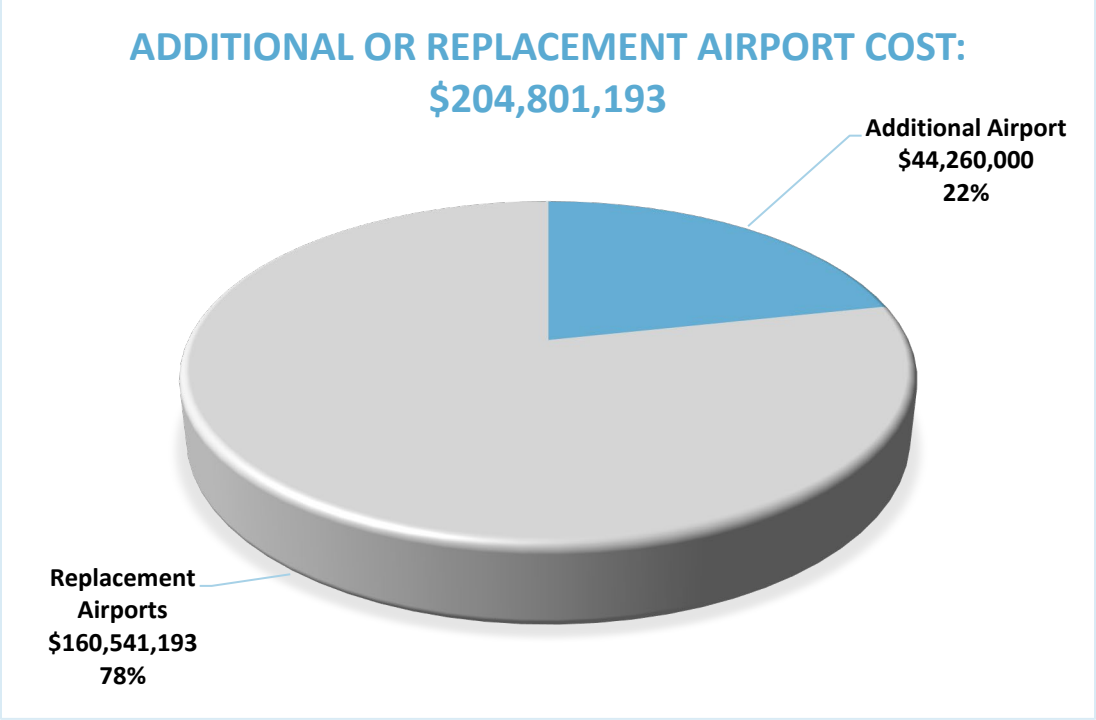
Project Category	Total	Percentage of Total
Additional Airport	$44,260,000	22%
Replacement Airports	$160,541,193	78%
Total	**$204,801,193**	**100%**

Source: Dawson/Forsyth County Airport Study 2017, Griffin-Spalding County Airport CIP FY 2017-2021, Southeast Georgia Airport Replacement Study February 2018

As shown in **Table 7-7**, it is estimated that an additional airport could cost approximately $44 million, while the two replacement airports would cost roughly $160 million, for a total of nearly $205 million.

Figure 7-9 graphically depicts the estimated cost of one additional and two replacement airports in Georgia.

FIGURE 7-9: ADDITIONAL OR REPLACEMENT AIRPORT COSTS



Source: Jviation

7.4.3 Combined Estimated Development Costs

Combining all cost estimates (GSASP objectives, RPZ control, pavement maintenance projects, and airport CIPs) results in total development costs of nearly $2.02 billion over the next five years. **Table 7-8** presents a summary of the combined development costs by project category and airport level.

As shown in **Table 7-8**, the largest share of costs is for runways and taxiways, followed by acquisitions, relocations and easements, pavement maintenance projects, and additional/replacement airports. The remaining 10 project categories each represent less than ten percent of the total cost. By system level, Level III - General Aviation airports represent the largest share of combined development costs, followed by Level III - Commercial Service, Level II, and Level I airports.

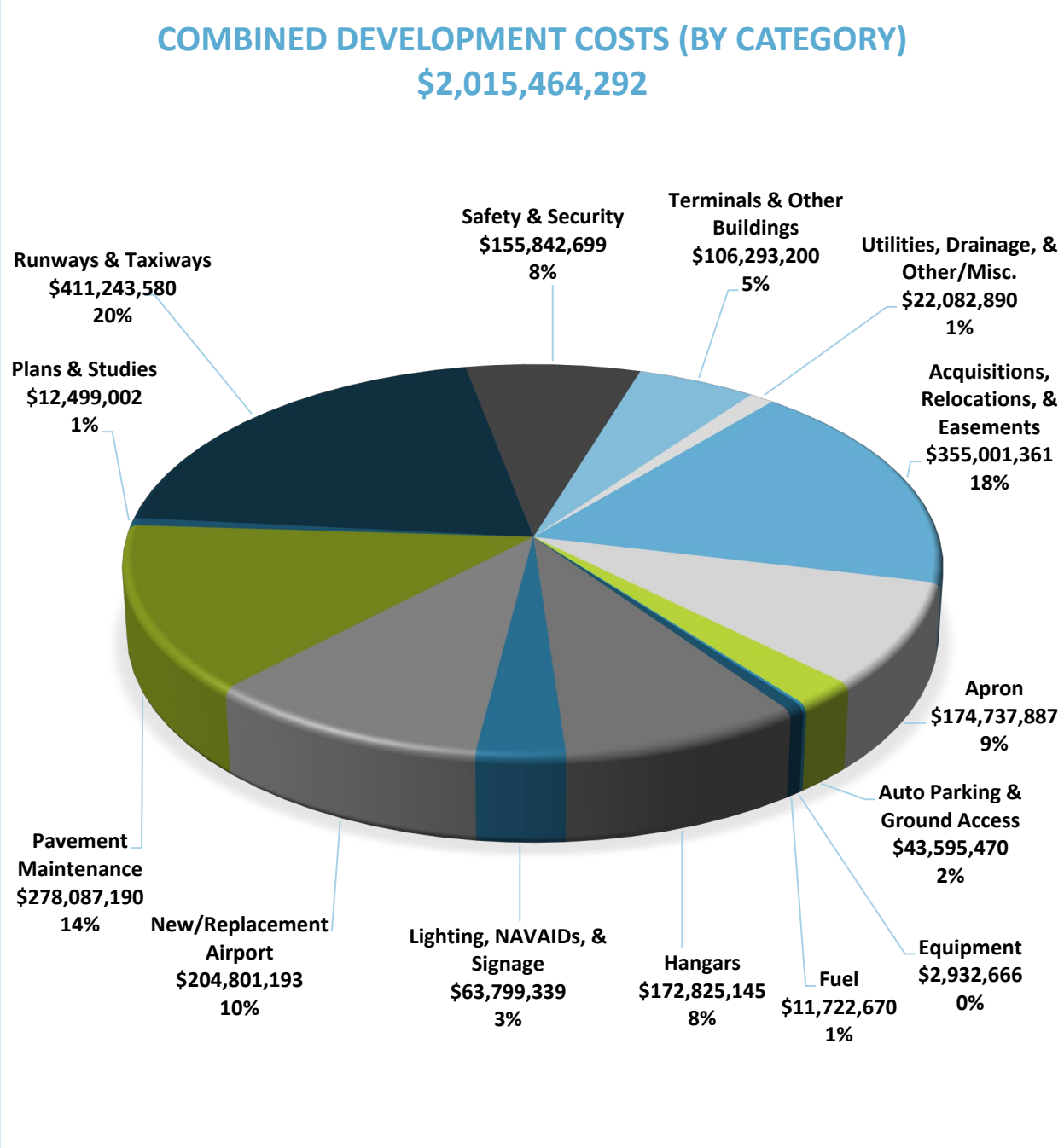
TABLE 7-8: SUMMARY OF COMBINED DEVELOPMENT COSTS BY PROJECT CATEGORY AND LEVEL

Project Category	Level III Commercial Service	Level III	Level II	Level I	Total	Percentage of Total
Acquisitions, Relocations, & Easements	$75,451,372	$171,404,952	$74,585,370	$33,559,667	$355,001,361	18%
Aprons	$38,023,243	$80,503,114	$38,275,530	$17,936,000	$174,737,887	9%
Auto Parking & Ground Access	$7,699,470	$23,968,000	$9,412,000	$2,516,000	$43,595,470	2%
Equipment	$2,932,666	$0	$0	$0	$2,932,666	0%
Fuel	$1,500,000	$2,287,500	$2,096,000	$5,839,170	$11,722,670	1%
Hangars	$28,077,080	$105,820,110	$24,981,320	$13,946,635	$172,825,145	9%
Lighting, NAVAIDs, & Signage	$10,588,145	$30,212,111	$12,747,251	$10,251,832	$63,799,339	3%
Additional/Replacement Airports	$0	$204,801,193	$0	$0	$204,801,193	10%
Pavement Maintenance	$86,237,520	$140,961,315	$30,094,879	$20,793,476	$278,087,190	14%
Plans & Studies	$2,953,287	$5,111,366	$2,726,349	$1,708,000	$12,499,002	1%
Runways & Taxiways	$71,979,567	$105,241,283	$122,400,663	$111,622,067	$411,243,580	20%
Safety & Security	$24,958,495	$90,197,978	$28,322,281	$12,363,945	$155,842,699	8%
Terminals & Other Buildings	$82,084,900	$2,109,500	$15,737,500	$6,361,300	$106,293,200	5%
Utilities, Drainage, & Other/Misc.	$13,023,090	$6,145,800	$1,742,000	$1,172,000	$22,082,890	1%
Total	**$445,508,835**	**$968,764,223**	**$363,121,143**	**$238,070,092**	**$2,015,464,292**	**100%**
Percentage of Total	**22%**	**48%**	**18%**	**12%**	**100%**	

Source: Jviation

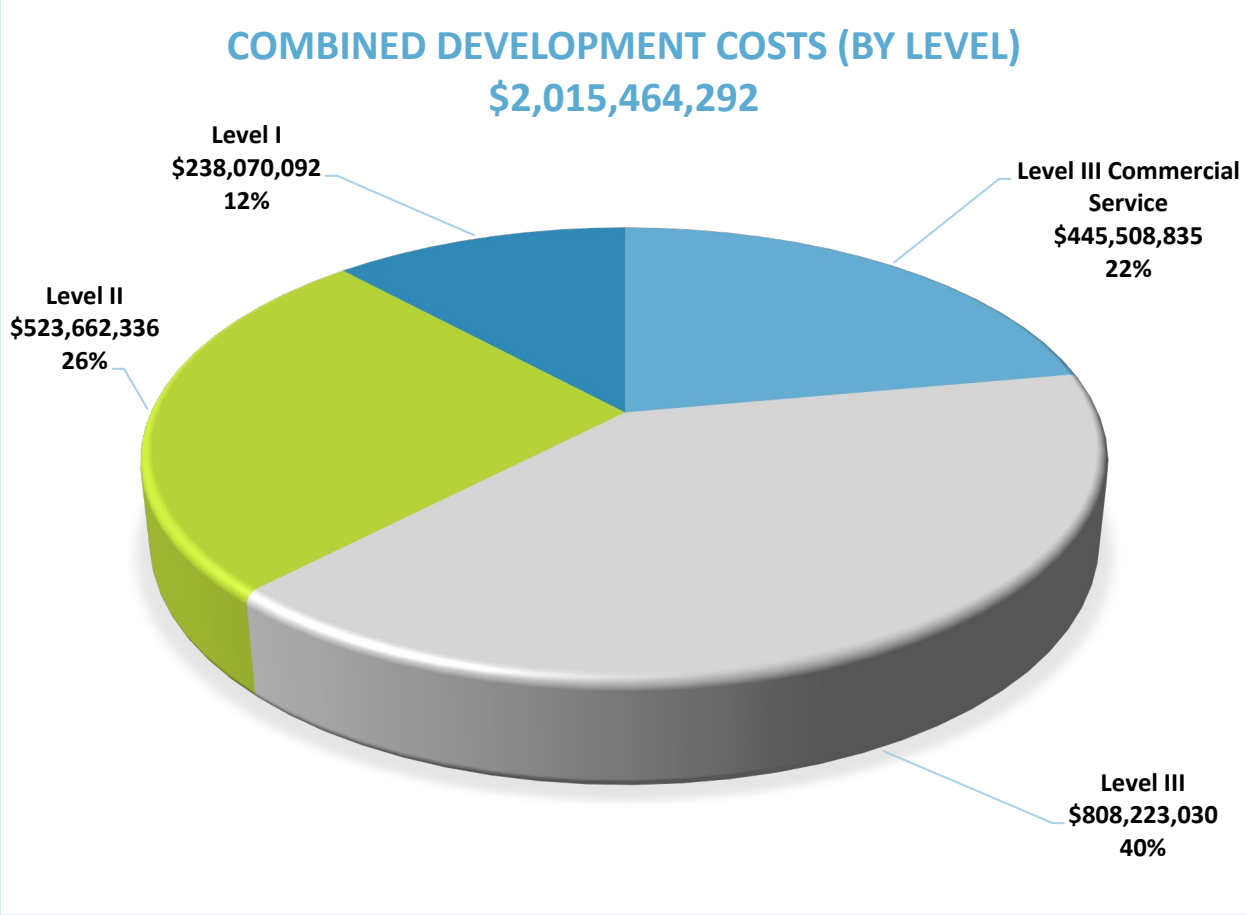
Figure 7-10 and **Figure 7-11** graphically depict the share of combined development costs by project category and system level.

FIGURE 7-10: COMBINED DEVELOPMENT COSTS BY PROJECT CATEGORY



Source: Jviation

FIGURE 7-11: COMBINED DEVELOPMENT COSTS BY LEVEL



Source: Jviation

Table 7-9 presents a summary of the combined development costs identified by level and plan. As shown, costs associated with GSASP recommendations make up the second largest share with 27 percent of the total. CIP project costs represent the largest share with 35 percent, while both RPZ project costs and pavement maintenance projects make up 14 percent of the total estimated development costs over the next five years. Additional and/or replacement airport costs represent the smallest share with 10 percent of the total cost. It is worth noting that any duplication in projects between the source documents was removed, as possible. When just GSASP-related projects (projects to meet facility/service objectives, projects to resolve RPZ control issues, projects to address pavement maintenance needs, and additional/replacement airports) are considered, total costs decrease from an estimated $2.02 billion to $1.3 billion.

TABLE 7-9: SUMMARY OF COMBINED DEVELOPMENT COSTS BY LEVEL AND PLAN

Plan	Level III Commercial Service	Level III	Level II	Level I	Total	Percentage of Total
Facility/Service/System Plan Projects	$26,234,000	$247,261,155	$140,680,114	$124,907,034	$539,082,303	27%
Runway Protection Zone Mitigation Projects	$59,021,372	$138,526,508	$56,687,958	$29,268,814	$283,504,652	14%
Major Pavement Maintenance Projects	$86,237,520	$138,761,315	$30,094,879	$20,293,476	$275,387,190	14%

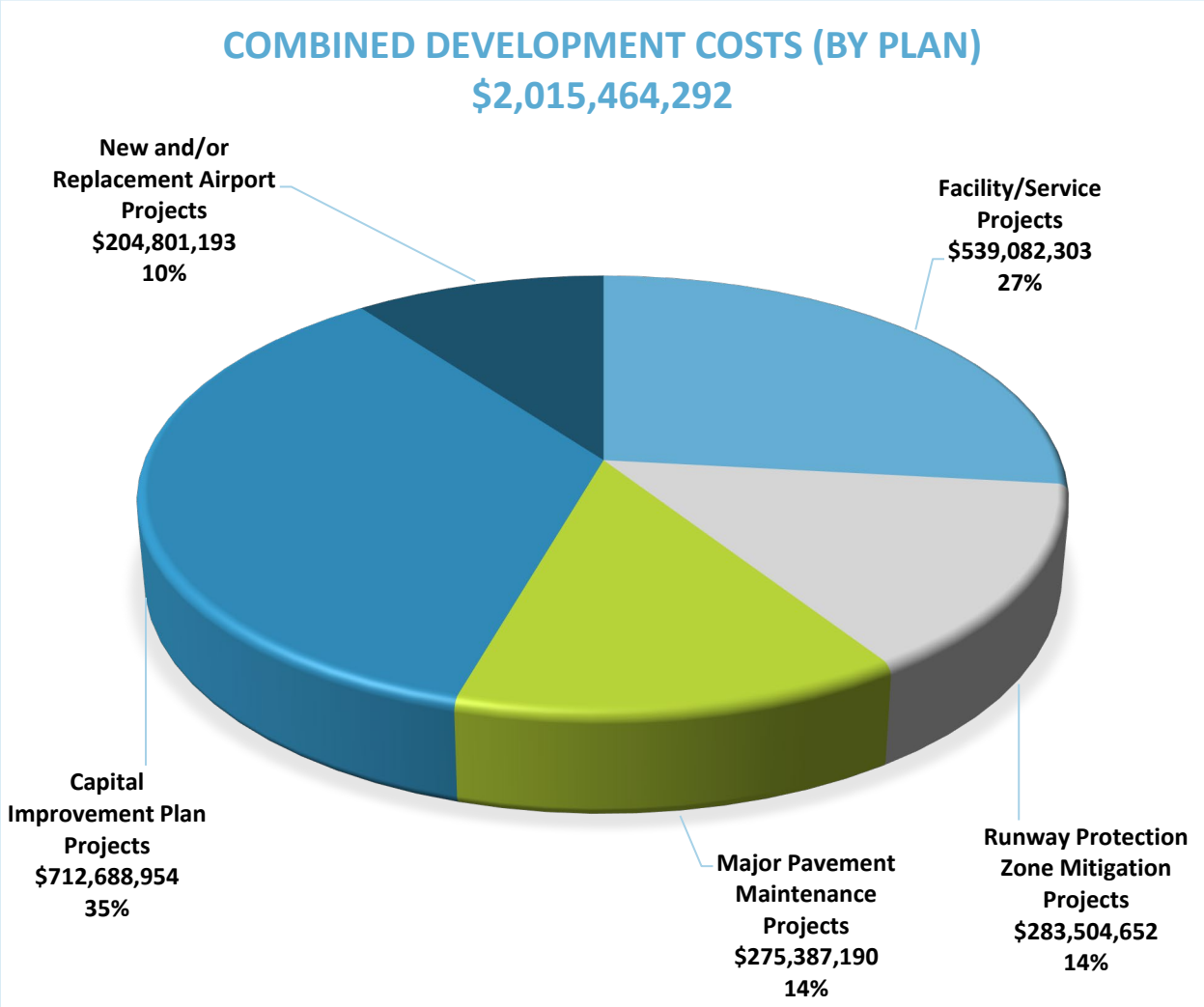
TABLE 7-9: SUMMARY OF COMBINED DEVELOPMENT COSTS BY LEVEL AND PLAN

Plan	Level III Commercial Service	Level III	Level II	Level I	Total	Percentage of Total
Capital Improvement Plan Projects	$274,015,943	$239,414,052	$135,658,192	$63,600,768	$712,688,954	35%
Additional or Replacement Airport Projects	$0	$44,260,000	$160,541,193	$0	$204,801,193	10%
Total	**$445,508,835**	**$808,223,030**	**$523,662,336**	**$238,070,092**	**$2,015,464,292**	**100%**
Percentage of Total	**22%**	**40%**	**26%**	**12%**	**100%**	

Source: Jviation

Figure 7-12 depicts the share of development costs by plan.

FIGURE 7-12: COMBINED DEVELOPMENT COSTS BY PLAN


COMBINED DEVELOPMENT COSTS (BY PLAN)
$2,015,464,292
New and/or Replacement Airport Projects $204,801,193 10%
Facility/Service Projects $539,082,303 27%
Capital Improvement Plan Projects $712,688,954 35%
Major Pavement Maintenance Projects $275,387,190 14%
Runway Protection Zone Mitigation Projects $283,504,652 14%

Source: Jviation

7.4.4 Average Annual Development Cost

As previously stated, the combined unconstrained budget development costs for all system airports are estimated at over $2 billion over five years. When just GSASP projects are considered and projects from the airport-specific CIPs are removed, this sum decreases to $1.3 billion. On an average annual basis, the estimated development cost for projects is $403 million, while the average annual five-year cost for just the GSASP projects is estimated at $261 million.

It is worth noting that since GDOT does not always participate in funding for the primary commercial airports, the actual financial need for the commercial airports in Georgia is most likely significantly higher that the estimate presented here. The estimated commercial airport funding need does not include any costs for Hartsfield-Jackson Atlanta International. **Table 7-10** presents the average annual development need by airport type as derived from the system plan, and considers costs for all projects related to the GSASP as well as those listed in airport-specific CIPs.

As previously mentioned, projects contributing to the cost estimates presented in this chapter are available in the airport Report Cards provided in **Appendix B**. Each airport's Report Card shows individual airport projects and costs by source (GSASP, CIP, RPZ mitigation, and Statewide Airfield Pavement Maintenance Study).

TABLE 7-10: AVERAGE ANNUAL DEVELOPMENT NEED

Airports	All System Plan and CIP Projects 5-Year Average Cost	Percentage of Total	5-Year Average Cost (Excluding CIP)	Percentage of Total
General Aviation Airports	$313,991,092	78%	$226,256,489	87%
Commercial Service	$89,101,767	22%	$34,298,578	13%
All Airports	**$403,092,858**	**100%**	**$260,555,068**	**100%**

Source: Jviation

7.5 Funding

The previous sections of this chapter discuss costs associated with accomplishing the GSASP recommendations as well as costs to accomplish all projects requested by all airports in their individual airport CIPs. It is important to review typical sources of airport funding and to identify any gap between needed and available funds.

Airport projects in Georgia are accomplished through a combination of federal (FAA), state, and local funding. In general, airports that are eligible for FAA and state funding must be available for public use (i.e. not encumbered by an exclusive-use agreement), and are required to meet FAA design standards. Airports eligible for FAA funds must also be included in the NPIAS. Projects that are eligible for state and federal funding are subject to both state and FAA priority rankings considerations, grant assurances, and funding availability. FAA Order 5100.38D from the Airport Improvement Program (AIP) Handbook presents a detailed list of projects that are and are not eligible for FAA funding. In Georgia, there are only six airports that are funded with only state and local investment. The remaining system airports are currently eligible to compete for FAA funding.

7.5.1 Federal Funding

The last three fiscal years of FAA funds to Georgia are shown in **Table 7-11**. On average over the past three years, the state received an average of about $80 million in federal AIP funding, with an average of almost $33 million being administered through Aviation Programs via the State-Block Grant Program.

TABLE 7-11: FEDERAL FUNDING FOR GEORGIA AIRPORTS

Fiscal Year	2015	2016	2017	Three-Year Average
Total Funding	$70,148,895.00	$94,302,041.00	$75,442,142.00	$79,964,359.33
Hartsfield-Jackson Atlanta International Airport	$19,050,802.00	$44,991,495.00	$33,995,235.00	$32,679,177.33
Primary Airport Grants	$9,183,472.00	$22,499,948.00	$11,276,119.00	$14,319,846.33
State-Block Grant Program Funds	$41,914,621.00	$26,810,598.00	$30,170,788.00	$32,965,335.67

Source: GDOT

7.5.2 State Funding for Georgia Airports

Georgia's funding program helps support the allocation of federal funds and typically pays 50 percent of the non-federal share of eligible project costs. If FAA funding covers 90 percent of a project, the state funding typically covers five percent and local funds the remaining five percent. Currently, if requested, the state participates in the 50 percent non-federal share of projects at all airports except Hartsfield-Jackson Atlanta International Airport.

In addition, the state supports a state/local project program for projects/airports that are not eligible for FAA funds or do not score well from a federal AIP priority funding perspective. These projects are typically funded at 75 percent by the state and 25 percent from local funds. The state aviation program budget has grown significantly over the last five years, from just under $2 million in 2013 to just over $13 million in 2016 and 2017. Since state funding has leveled off at around $13 million, this report used this number as the anticipated budget to consider funding deficiencies. Of the available $13 million in state funding, an average of roughly $2.6 million goes towards paying the five percent state match on federal grants.

7.5.3 Total Estimate Yearly Funding for Georgia Airports

The costs shown in this chapter take into account costs that could be experienced over the next five years. To determine a potential budget surplus/shortfall, the average federal funding over the last three fiscal years was considered, as was the $13 million in the state airport aid program. As **Table 7-12** shows, an average of $63.7 million could be available (considering historic funding levels) to meet the airport development needs identified by this analysis.

TABLE 7-12: ANTICIPATED AVERAGE ANNUAL FEDERAL AND STATE FUNDING FOR GEORGIA AIRPORTS

Federal Program (90%, 5%, 5%)	
– Federal Funds	$47,285,182.00
– State Matching Funds	$2,626,954.56
– Local Funds	$2,626,954.56
Total Federal Program	**$52,539,091.11**
State Program (75%, 25%)	
– State Funds	$8,373,045.44
– Local Funds	$2,791,015.15
Total State Program	**$11,164,060.59**
Total Aviation Program Funds	**$63,703,151.70**

Source: GDOT

7.5.4 Anticipated Costs Versus Anticipated Funding Availability

Table 7-10 shows potential average annual funding needs for commercial (excluding Hartsfield-Jackson Atlanta International) and general aviation airports over the next five years. Considering all GSASP projects without the CIP projects, the annual financial need decreases to $261 million.

Table 7-10 also shows that average annual needs for commercial airports, at a minimum, will range from $89 million to $34 million. Considering just GSASP projects, new/replacement general aviation airports, RPZ mitigation projects, and pavement maintenance needs, annual funding needs for commercial and general aviation airports could reach $261 million; when compared to the anticipated $63.7 million annual federal and state funds that could be available to meet this need, it is clear that an annual funding gap can be anticipated.

7.6 Need Versus Benefit

The preceding sections of this chapter detail the estimated costs, or "needs," identified to improve and maintain Georgia's airports. Average annual investment to implement system planning projects (minus airport specific CIPs) is estimated at $261 million.

GDOT's last statewide economic impact study, completed in 2011 and based on 2010 data, identified an economic impact, or "benefit," quantified by a measure of total annual economic activity that is supported by the airports and the activities they support. Total annual economic activity (consisting of direct, indirect, and induced impacts) resulting from Georgia's system airports (excluding Hartsfield-Jackson Atlanta International) was estimated at $4.4 billion, which far outweighs the $261 million average annual development cost for the system.

The GSASP provides a comprehensive overview of conditions that characterize the commercial and general aviation airports that comprise the state airport system, and provides an outlook of how aviation demand in the state might grow over the next 20 years. Performance measures were used to establish a baseline for current system performance; in subsequent planning cycles, the measures can be used to show how federal, state, and local investment have raised the bar as it relates to performance as it was documented in the GSASP.

The system was thoroughly evaluated to identify adequacies and deficiencies in system accessibility. Based on this and other analysis, some airports were recommended for a change in their state airport level. The recommended system was documented in **Chapter 5**.

Facility and service objectives by state airport level were analyzed to identify projects considered desirable to raise the performance of Georgia's airport system. Improvements identified by the GSASP were compared to projects identified in each airport's most current CIP and in the 2012 Statewide Airfield Pavement Management Study. Ultimately, a Report Card was prepared for each airport that summarizes each airport's five-year development needs and associated estimated development costs.

Costs identified at the individual airport level were rolled up to reflect statewide airport investment needs that can be expected over the next five years. It is likely that the five-year funding needs identified in this plan are understated and that actual funding requests could top the system plan's average annual funding estimates. At $4.4 billion each year in just benefits from the airports, the economic benefit of Georgia's airport system is significantly greater than the average annual financial need of the system.

Georgia airports are important economic engines, valuable transportation resource, and support countless benefits for the communities they serve. The state, and communities throughout Georgia served by the airport system, receive a positive return for all investment that is made to improve and maintain the state airport system.

APPENDIX A

Sample of Questionnaire/Survey for Data Collection Effort

SYSTEM PLAN INVENTORY QUESTIONNAIRE

This inventory form has been prepopulated with data from a variety of sources. Text in **red** indicates that the data was collected from information recorded for your Airport in the 2001 Georgia Statewide Aviation System Plan. Text in **green** represents data that was obtained from other sources including FAA *Form 5010*, Georgia Department of Transportation (Department) Aviation Programs Office State Inspections, the *2016-2017 Georgia Airport Directory,* and the Airport's ALP on file with the Department. Please confirm that the prepopulated information below is correct, and update or complete fields as necessary. A GSASP consultant team member will be visiting your Airport to review your completed inventory form with you, and will also be available to answer any questions you may have prior to your scheduled Airport visit.

1. **Airport Name:** _____

   Airport Identifier: _____

   Contact Name: _____

   Title: _____

   Phone: _____

   E-mail: _____

RUNWAYS AND AIRFIELD

2. **The Airport Reference Code (ARC) identified on the ALP is** _____

3. **Please review the Airport's main and secondary runway information below to ensure its accuracy:**

	PRIMARY RUNWAY _____	SECONDARY RUNWAY _____
RUNWAY LENGTH (IN FEET)		
RUNWAY WIDTH (IN FEET)		
GROSS WEIGHT DUAL WHEEL (1,000s OF POUNDS)		
PRIMARY RUNWAY SURFACE TYPE		
RUNWAY LIGHTING TYPE		

4. The dimensions (in feet) of the Runway Safety Area (RSA) for the primary runway are below. If you know the dimensions are different than below, please provide corrections:

Runway End: _____ RSA: _____

Runway End: _____ RSA: _____

5. For each runway end, please review the current instrument approaches and approach lighting and make corrections as necessary:

	RUNWAY END _____		RUNWAY END _____		RUNWAY END _____		RUNWAY END _____	
ILS	Yes	No	Yes	No	Yes	No	Yes	No
RNAV (GPS)	Yes	No	Yes	No	Yes	No	Yes	No
LPV	Yes	No	Yes	No	Yes	No	Yes	No
Visual	Yes	No	Yes	No	Yes	No	Yes	No
Circling Approach	Yes	No	Yes	No	Yes	No	Yes	No
Other Approach (specify)	_____		_____		_____		_____	
Runway End Identifier Lights (REILs)	Yes	No	Yes	No	Yes	No	Yes	No
Visual Approach Slope Indicator (VASI)	Yes	No	Yes	No	Yes	No	Yes	No
Precision Approach Path Indicator (PAPI)	Yes	No	Yes	No	Yes	No	Yes	No
Approach Lighting System (ALS) Type (specify)	_____		_____		_____		_____	

6. Please confirm all navigational aids that are currently operational at your Airport:

Rotating Beacon	DME	Localizer
Wind Indicator	VOR	Other _____
Segmented Circle	NBD	

7. Please confirm the Airport's weather reporting systems and make corrections as necessary:

AWOS	AWSS
ASOS	NONE

8. Please confirm the taxiway system type for your primary runway (only one should be selected):

Full Parallel
Partial Parallel
Turnaround on both Runway Ends
Turnaround on one Runway End
Stub(s)
No Supporting Taxiway

9. The separation (in feet) between the centerlines of your primary runway and associated parallel taxiway is _____ . (This question only applies if you have a partial or full parallel taxiway).

10. For the primary taxiway, please review and confirm the following:

TAXIWAY PROPERTIES	TAXIWAY ID _____	
ASSOCIATED RUNWAY	_____	
WIDTH (IN FEET)	_____	
TAXIWAY LIGHTING		
MITL	Yes	No
HITL	Yes	No
LITL	Yes	No
NON-STANDARD LIGHTING	Yes	No
REFLECTORS ONLY	Yes	No
NONE	Yes	No
TAXIWAY SIGNAGE		
Hold sign(s)	Yes	No
Locational sign(s)	Yes	No
Directional sign(s)	Yes	No

11. Please review the attached exhibit, which reflects the currently known Airport property ownership/ control within each of the Runway Protection Zones (RPZs), as represented in the Airport's ALP/ Exhibit-A on file with the Department. On the attached exhibit, please indicate any known information that is different than that represented on the exhibit by marking approximate property lines and ownership. Also, please note or verify any aviation or other easements that the Airport owns. As part of your Airport visit, the GSASP consultant team member will review these exhibits with you, and the percent of each RPZ controlled by the Airport.

ADDITIONAL NOTES/CLARIFICATION (i.e., types of land use associated with the RPZ ownership other than the airport):

_____

_____

_____

12. Does the Airport have full perimeter fencing? YES NO

If you answered **Yes,** please provide the following information about the Airport perimeter fence:

Height (in feet) _____ Type (security or wildlife) _____

If you answered **No,** please provide the approximate number of additional linear feet needed to provide a full perimeter fence: _____

OPERATIONS AND ACTIVITY

13. Are Part 135 operators present at the airport? YES NO

14. Are there "Through the Fence" (TTF) Operators (tenants who own their property, but are given access to the Airport) present at the Airport? YES NO

If Yes, please help us inventory the number of TTFs in the State by completing the table below. We would appreciate copies of any/all TTF operating agreements, if available, when the consultant visits the Airport.

OPERATOR NAME	TYPE OF BUSINESS	SERVICES PROVIDED	RENTAL/LEASE RATES

15. If the Airport has commercial airline service, how many enplanements were there in calendar year 2016? _____

16. How many commercial airline operations did the Airport have in calendar year 2016 (indicate estimate or actual count from ATCT)? _____ **Estimate Actual count from ATCT**

17. How many general aviation operations did the Airport have in calendar year 2016 (indicate estimate or actual count from ATCT)?_____ **Estimate Actual count from ATCT**

18. **In the table below, please provide the estimated percentages of annual operations attributed to aircraft based at the Airport, and operations attributed to transient (visiting) aircraft (note: sum of based operations and transient operations should equal 100%):**

ANNUAL OPERATIONS	PERCENT
Based Aircraft	_____ %
Transient Aircraft	_____ %
Total Annual Operations	100%

19. **Per the FAA 5010 Form, there are_____based general aviation aircraft at the Airport. Please provide the number of based general aviation aircraft, which you recorded on www.basedaircraft.com: _____**

AIRCRAFT PARKING AND AIRSIDE FACILITIES

20. **Please update/confirm the square yards of paved apron at the Airport: _____**

21. **Please update/confirm the number of paved tie-down spaces the Airport has for based aircraft:**
_____

22. **Please update/confirm the number of parking spaces available for overnight transient aircraft parking on the apron: _____**

23. **Please update/confirm the number of unpaved tie-down spaces available at the Airport:**
_____

24. **Aircraft parking spaces recorded for the Airport in the 2001 Study are provided below. Please update the total number of 2017 aircraft parking spaces available at the Airport for each hangar category, differentiating between those owned by the Airport and those owned by others:**

HANGAR CATEGORY	2001 (TOTAL REGARDLESS OF OWNERSHIP)	2017	
		AIRPORT OWNED	OWNED BY OTHER
T-hangar spaces			
Conventional hangar spaces			
Portable hangar parking spaces			
TOTAL			

25. **Does the Airport have a dedicated air cargo building? Yes No**

If **Yes**, please provide its size (square feet) _____

26. Is there a dedicated air cargo ramp at the Airport? Yes No

If **Yes**, please provide its estimated size (square yards) _____

27. Is fuel available at the Airport? Yes No

If **Yes**, please review the type(s) of fuel available at the Airport, how each type is stored, the total storage capacity by type (combined if multiple tanks), and how each type is distributed (update all that apply):

FUEL TYPE	AVAILABLE AT AIRPORT?	24/7 CREDIT CARD FUELING?	# OF TANKS	STORAGE TYPE	STORAGE CAPACITY (TOTAL GALLONS)	DISTRIBUTION SYSTEM (CHECK ALL THAT APPLY)
Avgas	Yes No	Yes No		Above Ground Below Ground		Truck Self-serve Other_____
Jet A	Yes No	Yes No		Above Ground Below Ground		Truck Self-serve Other_____
Mogas	Yes No	Yes No		Above Ground Below Ground		Truck Self-serve Other _____

ADDITIONAL NOTES/CLARIFICATION:

_____

_____

28. Is there an FBO facility at the Airport? Yes No

If **Yes**, please indicate the hours of operation, as well as the types of services currently being offered by the FBO(s):

NAME OF FBO	HOURS OF OPERATION	SERVICES OFFERED
	_____ TO _____	Aircraft Maintenance (full service)* Aircraft Maintenance (limited service)** Courtesy Car Pilot's Lounge Conference Room None Other (please specify) _____
	_____ TO _____	Aircraft Maintenance (full service)* Aircraft Maintenance (limited service)** Courtesy Car Pilot's Lounge Conference Room None Other (please specify) _____

** "FULL SERVICE" MAINTENANCE DEFINED AS AIRFRAME & POWERPLANT (A&P).*

*** "LIMITED SERVICE" MAINTENANCE DEFINED AS ANY OTHER SERVICES.*

29. Please confirm the Airport facilities information in the table below:

BUILDING TYPE	PRESENT AT AIRPORT?		SIZE
Commercial Airline Terminal	Yes	No	_____ Square Feet
General Aviation Terminal or Administration	Yes	No	_____ Square Feet

30. If the Airport has a designated General Aviation Terminal Building (other than an FBO), please indicate whether it has any of the following amenities:

Pilot's Lounge Yes No

Conference Room Yes No

31. Does the Airport have a public restroom? Yes No

32. Please confirm the number of paved auto parking spaces that are designated for general aviation at the Airport? (This should include general aviation parking spaces for staff, visitors, and customers):

_____

33. Does the Airport offer free public Wi-Fi? Yes No

34. What activity types occur at the Airport? Please check all that apply, as well as the estimated frequency of each activity (daily, weekly, monthly):

ACTIVITY TYPE	OCCURS AT AIRPORT?		OCCURRENCE FREQUENCY		
Recreational flying	Yes	No	Daily	Weekly	Monthly
Agricultural spraying (assume seasonal peak)	Yes	No	Daily	Weekly	Monthly
Transient jet operations	Yes	No	Daily	Weekly	Monthly
Aerial surveying	Yes	No	Daily	Weekly	Monthly
Just in time shipping	Yes	No	Daily	Weekly	Monthly
Experimental aircraft operations	Yes	No	Daily	Weekly	Monthly
Police/law enforcement	Yes	No	Daily	Weekly	Monthly
Prisoner transport	Yes	No	Daily	Weekly	Monthly
Forest fire fighting (assume seasonal peak)	Yes	No	Daily	Weekly	Monthly
Ultra-light activity	Yes	No	Daily	Weekly	Monthly
Airline service	Yes	No	Daily	Weekly	Monthly
Air cargo	Yes	No	Daily	Weekly	Monthly
Medical transport	Yes	No	Daily	Weekly	Monthly
Other (please specify) _____	Yes	No	Daily	Weekly	Monthly

35. Have there been sightings or reports of UAS/UAV operations at or near the Airport? Yes No

36. Has the Airport been contacted by UAS/UAV operators to request/announce operation within five miles of the Airport? Yes No

If **Yes,** please provide an estimate of how many times the Airport has been contacted for this reason in the calendar year 2016: _____

37. Please complete the table below and indicate the UAS/UAV activity types, occurrence and frequency at the Airport (if applicable):

UAS/UAV ACTIVITY TYPE OR PURPOSE	OCCURS AT AIRPORT?		OCCURRENCE FREQUENCY		
Public (i.e., Law Enforcement, first responders, etc.)	Yes	No	Daily	Weekly	Monthly
Model Aircraft/Hobbyist (i.e., hobby, recreation, etc.)	Yes	No	Daily	Weekly	Monthly
Civil (i.e., surveying, commercial, etc.)	Yes	No	Daily	Weekly	Monthly
Other (please specify) _____	Yes	No	Daily	Weekly	Monthly

38. If UAS/UAV operations occur at the Airport, have they interfered with fixed wing, helicopter, glider or other manned aircraft activities at your Airport? Yes No N/A

ADDITIONAL NOTES/CLARIFICATION

_____

_____

39. What kinds of facilities and services are available at the Airport? (check all that apply):

Scheduled airline service
Flight training
Aircraft sales
Transient hangar rental
Industrial park (on-airport)
Deicing
Charter service
Part 135 operator
Hangar rental
Overnight tie-down rental
Industrial park (off-airport)
Aircraft rental
Air taxi service
Avionics repair
Maintenance
US Customs
Restaurant
Other (please specify) _____

40. What types of constraints does the Airport experience? (check all that apply):

Land use constraints
Environmental constraints
UAS/UAV operations
Ground access constraints
Community constraints
Approach/departure obstructions
Height constraints
Financial constraints
Wildlife incursions

ADDITIONAL NOTES/CLARIFICATION

_____

_____

41. To meet the Airport's future needs, it may be necessary to complete certain airport improvement projects. In the table below, please indicate if the Airport would experience physical constraints to development – based on the current land envelope. If the current Airport land envelope is physically constrained, please specify the anticipated level of difficulty the Airport would encounter if these development projects needed to occur:

AIRPORT DEVELOPMENT PROJECT	PHYSICAL DEVELOPMENT CONSTRAINT?	ANTICIPATED LEVEL OF DIFFICULTY TO COMPLETE THE DEVELOPMENT PROJECT
Extend runway	Yes No	Very difficult Moderately difficult Not difficult
Construct a full parallel taxiway (please leave blank if you have a full parallel taxiway)	Yes No	Very difficult Moderately difficult Not difficult
Construct additional hangars in your Airport's existing land envelope	Yes No	Very difficult Moderately difficult Not difficult
Other (please specify) _____	Yes No	Very difficult Moderately difficult Not difficult

42. Does the Airport have on-site rental cars? Yes No

43. Does the Airport offer access to off-site or pre-arranged rental cars? Yes No

AIRPORT PLANS AND SURROUNDING ZONING INFORMATION

44. Please indicate whether the Airport currently has any of the following planning documents, as well as the dates of Agency approval (check all that apply):

PLANNING DOCUMENT	ADOPTED AT AIRPORT?	AGENCY APPROVAL (YEAR)
Airport Layout Plan (ALP)	Yes No	
Wildlife Hazard Management Plan (WHMP)	Yes No	

45. Please complete the following land use information for the Airport:

DIRECTION FROM AIRPORT PROPERTY BOUNDARY	MUNICIPALITY OR COUNTY RESPONSIBLE FOR LAND USE PLANNING	DOES THE MUNICIPALITY OR COUNTY HAVE AIRPORT COMPATIBLE LAND USE ZONING FOR ALL AREAS ADJACENT TO THE AIRPORT?		DOES THE ZONING CODE HAVE FAR PART 77 HEIGHT RESTRICTIONS?	
South		Yes	No	Yes	No
East		Yes	No	Yes	No
North		Yes	No	Yes	No
West		Yes	No	Yes	No

The Department wishes to collect copies of all applicable zoning ordinances for the municipalities and/or County/Counties that surround the Airport. Please have copies of these ordinances available to provide to the consultant who visits your Airport. Thank you for your assistance!

GEORGIA AIRPORTS MEAN BUSINESS
GEORGIA
STATEWIDE AVIATION SYSTEM PLAN

APPENDIX B

Airport Report Cards

Cook County Airport Report Card

AIRPORT NAME: Cook County Airport	**CITY:** Adel, Georgia
COUNTY: Cook County	**AIRPORT CODE:** 15J

Cook County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,001 feet	5,000 feet	Yes	-	-
Runway Width	100 feet	100 feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	81	70 or Greater	Yes	-	-
Primary Runway Safety Area	100 feet x 240 feet	300 feet x 150 feet	No	Improve RSA*	$200,000
Runway to Taxiway Separation	240 feet	240 feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	None	AWOS or ASOS	No	Install AWOS*	$415,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPI/PAPI	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 15,000 LF fencing*	$290,000
Hangared Aircraft Storage	28 spaces	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	33 spaces	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	3,200 sq. ft. w/Restrooms, Conference Room, Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	24 spaces	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 18 auto parking spaces	$130,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Limited Service	Yes	-	-
Rental Cars	None	Available	No	Offer availability to rental car	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$1,035,000***

*Estimated project cost is derived from the Airport's recent 5-year CIP

Cook County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	No Action	No Action	No Action	No Action	$0
– RW 15	$2,700	No Action	$203,995	No Action	$206,695
– RW 23	$1,800	No Action	$134,977	No Action	$136,777
– RW 33	$9,000	No Action	$82,670	No Action	$91,670
				Estimated RPZ Mitigation Project Costs	***$435,142***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 15/33	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$86,421
Runway 15/33	Local Preventative (e.g. Crack Sealing or Patching)				$29,485
Runway 05/23	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$25,300
Runway 05/23	Local Preventative (e.g. Crack Sealing or Patching)*				$150,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$57,248
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$6,186
				Estimated Major Pavement Project Costs	***$354,640***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	DBE Plan Update 2018-2020			$10,000
2018	Plans & Studies	Runway 05 Extension Justification			$30,000
2019	Plans & Studies	Environmental Assessment for Runway 05 Extension			$100,000
2019	Land Acquisition & Easements	Land Acquisition Services, incl. Acquisition for Runway 05 Extension			$100,000
2020	Plans & Studies	DBE Plan Update 2021-2023			$10,000
2020	Runways	Design Runway 05 Extension & Rwy/Twy Lighting Replacement			$110,000
2021	Runways	Construct Runway 05 Extension & Rwy/Twy Lighting Replacement, incl. Bidding, Construction Admin & Inspection			$1,350,000
				Estimated CIP Project Costs	***$1,710,000***
				Total Estimated Project Costs	**$3,534,782**

* Estimated project cost is derived from the Airport's recent 5-year CIP

Southwest Georgia Regional Airport Report Card

AIRPORT NAME: Southwest Georgia Regional Airport	**CITY:** Albany, Georgia
COUNTY: Dougherty County	**AIRPORT CODE:** ABY

Southwest Georgia Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,601 Feet	5,500 Feet	Yes	-	-
Runway Width	148 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	61	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	D-IV; 1000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	400 Feet	D-IV; 400 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/VASIs	PAPIs	No	Replace VASIs with PAPIs on RW 22	$75,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	27	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	8	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 10 Tie-downs	$1,900,000
General Aviation Terminal/Administration	4,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	323	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$1,975,000***

Southwest Georgia Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 04	$5,000	No Action	No Action	No Action	$5,000
– RW 16	No Action	$1,000,000	No Action	$60,369	$1,060,369
– RW 22	No Action	No Action	No Action	No Action	$0
– RW 34	$5,000	No Action	$158,684	No Action	$163,684
				Estimated RPZ Mitigation Project Costs	***$1,229,053***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 16/34	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$3,220,000
Runway 04/22	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,656,951
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$294,711
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$121,048
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$4,439,000
				Estimated Major Pavement Project Costs	***$10,731,710***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Design New General Aviation Hangars including Demolition			$220,000
2018	Terminal Buildings	Construct New General Aviation Terminal			$1,800,000
2019	Plans & Studies	Environmental Assessment for Runway Improvements / Justification and Analysis			$275,000
2019	Hangars	New General Aviation Hangars including Demolition (Construction)			$3,360,000
2019	Security	Reimbursement for Air Carrier Ramp Safety and Security Enhancement (Construction)			$1,500,000
2020	Runways	Runway 4/22 Extension and Strengthening - (Land Acquisition, Design, and Environmental Mitigation)			$2,040,000
2021	Runways	Runway 04/22 Extension and Strengthening - Phase 1 (Construction)			$4,125,000
2022	Runways	Runway 04/22 Extension and Strengthening - Phase 2 (Construction)			$4,125,000
				Estimated CIP Project Costs	***$17,445,000***
				Total Estimated Project Costs	**$31,380,763**

* Estimated project cost is derived from Airport's recent 5-year CIP.

Bacon County Airport Report Card

AIRPORT NAME: Bacon County Airport	**CITY:** Alma, Georgia
COUNTY: Bacon County	**AIRPORT CODE:** AMG

Bacon County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,000 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	77	70 or Greater	Yes	-	-
Primary Runway Safety Area	205 Feet x 500 Feet	300 Feet x 150 Feet	No	Improve RSA*	$350,000
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	HITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 15,800 LF Fencing	$950,000
Hangared Aircraft Storage	21	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	15	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	1,000 Sq Ft w/Restrooms	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 500 Sq Ft of Terminal Space; Add Conference Room and Pilots' Lounge	$175,000
General Aviation Auto Parking	10	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 7 Auto Parking Spaces	$60,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Car	No fixed cost needed
			Estimated SASP Facility/Service Project Cost		***$1,535,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Bacon County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 15	$150,000	$1,000,000	$289,370	No Action	$1,439,370
– RW 33	No Action	No Action	$1,563	No Action	$1,563
				Estimated RPZ Mitigation Project Costs	***$1,440,933***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 15/33	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$1,190,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$12,319
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$54,061
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$4,623
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$163,395
				Estimated Major Pavement Project Costs	***$1.424.398***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2019	Lighting, NAVAIDs & Signage	Design and Refurbish Rotating Beacon and Tower; Install Apron Lighting			$100,000
2019	Lighting, NAVAIDs & Signage	Update AWOS			$110,000
2020	Hangars	Design 8-Unit T-Hangar Building			$24,000
2020	Taxiways	Design T-Hangar Taxiway and Concrete Slab for 8-Unit T-Hangar Building			$38,000
2020	Plans & Studies	Update 3-year DBE Plan			$11,000
2021	Hangars	Construct 8-Unit T-Hangar Building			$260,000
2021	Taxiways	Construct T-Hangar Taxiway and Concrete Slab for 8-Unit T-Hangar Building			$360,000
2022	Hangars	Design Maintenance Hangar (100'X100') with Connecting Taxiway			$680,000
2022	Plans & Studies	Update 3-year DBE Plan (FY2021-2023)			$11,000
2022	Plans & Studies	Update Airport Layout Plan			$100,000
				Estimated CIP Project Costs	***$1,694,000***
				Total Estimated Project Costs	**$6,094,331**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Jimmy Carter Regional Airport Report Card

AIRPORT NAME: Jimmy Carter Regional Airport	**CITY:** Americus, Georgia
COUNTY: Sumter County	**AIRPORT CODE:** ACJ

Jimmy Carter Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,011 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	81	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	No	Install HIRL	$520,000
– Taxiway	MITL	MITL	Yes	-	-
Approach Lighting System	MALSF	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 10,000 LF Fencing	$750,000
Hangared Aircraft Storage	27	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	34	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	4,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	50	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$1,270,000***

Jimmy Carter Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	$6,300	No Action	No Action	No Action	$6,300
– RW 10	$5,400	No Action	$172,428	$21,662	$199,490
– RW 23	$15,300	No Action	$349,033	No Action	$364,333
– RW 28	$1,800	No Action	No Action	No Action	$1,800
				Estimated RPZ Mitigation Project Costs	***$571,923***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Local Preventative (e.g. Crack Sealing or Patching)				$45,063
Runway 05/23	Local Preventative (e.g. Crack Sealing or Patching)				$99,064
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$205,791
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$65,918
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$450,000
				Estimated Major Pavement Project Costs	***$865,836***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Construct 8-Unit T-Hangar Building; Reimburse Airfield Pavement Marking Design; DBE Plan Update (FY2018-2020); Donated Land (5.6639 Acres)			$330,202
2018	Land Acquisition & Easements	Land Acquisition Services for Runway Protection Zone (1 Parcel: 12.2 Acres)			$35,000
2018	Land Acquisition & Easements	Land Acquisition for Runway Protection Zone (1 Parcel: 12.2 Acres)			$50,000
2019	Apron	Design General Aviation Apron Expansion (35,000 SF)			$50,000
2020	Plans & Studies	Airport Layout Plan Update			$115,000
2020	Apron	Construct General Aviation Apron Expansion (35,000 SF)			$300,000
2020	Taxiways	Design Taxilane and Concrete Slab for Corporate Hangar (80'X80')			$60,000
2020	Land Acquisition & Easements	Land Acquisition - Donated Land (4.4715 Acres)			$25,000
2021	Taxiways	Construct Taxilane and Concrete Slab for Corporate Hangar (80'X80')			$400,000
2021	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$11,000
2021	Hangars	Design Corporate Hangar Building (80'X80')			$20,000
2021	Land Acquisition & Easements	Land Acquisition - Donated Land (0.9936 Acres)			$5,555
2022	Hangars	Construct Corporate Hangar Building (80'X80')			$200,000
2022	Taxiways	Design Taxilane and Concrete Slab for Corporate Hangar (80'X80')			$65,000
				Estimated CIP Project Costs	***$1,666,757***
				Total Estimated Project Costs	**$4,374,516**

* Estimated project cost is derived from the Airport's recent 5-year CIP

Turner County Airport Report Card

AIRPORT NAME: Turner County Airport	**CITY:** Ashburn, Georgia
COUNTY: Turner County	**AIRPORT CODE:** 75J

Turner County Airport Report Card Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,005 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	
Taxiway	Turnarounds at Each End	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	67	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Add Fencing*	$425,000
Hangared Aircraft Storage	4	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	11	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	1,500 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	Yes	-	-
General Aviation Auto Parking	16	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas	$300,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$785,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Turner County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 17	No Action	No Action	No Action	No Action	$0
– RW 35	$8,100	No Action	$141,965	No Action	$150,065
				Estimated RPZ Mitigation Project Costs	***$150,065***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$186,577
				Estimated Major Pavement Project Costs	***$186,577***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2019	Apron	Design of Northern Apron Expansion			$125,000
2019	Apron	Permitting for Northern Apron Expansion			$50,000
2020	Apron	Construct Northern Apron Expansion, incl. Bidding, Construction Admin & Inspection			$1,100,000
2020	Plans & Studies	Environmental Assessment for Parallel Taxiway & Fuel Farm			$180,000
2020	Plans & Studies	Update DBE Plan 2021-2023			$10,000
2021	Hangars	Construct Hangar, incl. Construction Admin & Inspection - Design Build			$335,000
2021	Taxiways	Design Parallel Taxiway			$125,000
2022	Taxiways	Construct Parallel Taxiway, incl. Bidding, Construction Admin & Inspection			$1,710,000
2022	Hangars	Rehabilitate Hangar			$150,000
2022	Terminal Buildings	Rehabilitate Terminal Building Design			$100,000
				Estimated CIP Project Costs	***$3,885,000***
				Total Estimated Project Costs	**$5,006,642**

Athens-Ben Epps Airport Report Card

AIRPORT NAME: Athens-Ben Epps Airport	**CITY:** Athens, Georgia
COUNTY: Clarke County	**AIRPORT CODE:** AHN

Athens-Ben Epps Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,122 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	60	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL	No	Install HIRL*	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSF	ALS	Yes	-	-
Approach Type	Precision (ILS)	Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	120	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	80	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	7,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	209	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost***			***$0***

* Project is included in major maintenance & rehabilitation project cost estimate for Runway 09/27.
*** No additional costs at this time.

Athens-Ben Epps Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 02	$105,000	$4,125,000	$154,830	No Action	$4,384,830
– RW 09	$390,000	$1,500,000	$37,784	No Action	$1,927,784
– RW 20	$30,000	$125,000	$138,968	No Action	$293,968
– RW 27	$1,750,000	$1,000,000	$240,530	No Action	$2,990,530
				Estimated RPZ Mitigation Project Costs	***$9,597,112***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 09/27	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)**				$5,650,000
Runway 02/20	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)**				$5,115,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)**				$7,535,000
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)**				$1,600,000
				Estimated Major Pavement Project Costs	***$19,900,000***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	Update Master Plan			$400,000
2019	Terminal Buildings	Commercial Terminal - Baggage Claim / Car Rental Build Out			$1,000,000
2019	Auto Parking & Ground Access	New Parking Lot			$875,000
2020	Safety	Runway 09 Displaced Threshold Improvements (Design)			$125,000
2021	Land Acquisition & Easements	Avigation Easement Acquisition and Obstruction Mitigation - Runway 02/20 (16 Parcels)			$500,000
2021	Apron	Expand East Terminal Apron (Design)			$50,000
2021	Safety	Runway 09 Displaced Threshold Improvements (Construction)			$4,750,000
2022	Apron	Apron Paving Project			$1,000,000
2022	Land Acquisition & Easements	Avigation Easement Acquisition and Obstruction Mitigation - Runway 09/27 (32 Parcels)			$650,000
2022	Apron	Expand East Terminal Apron (Construction)			$750,000
2022	Apron	Partial Parallel Taxiway B Improvements and Construct Additional Terminal Area Apron (Construction)			$3,450,000
2022	Apron	Partial Parallel Taxiway B Improvements and Construct Additional Terminal Area Apron (Design)			$225,000
				Estimated CIP Project Costs	***$13,775,000***
				Total Estimated Project Costs	**$43,272,112**

** Estimated project cost is derived from Airport's recent 5-year CIP.

Cobb County International Airport-McCollum Field Report Card

AIRPORT NAME: Cobb County International Airport-McCollum Field	**CITY:** Atlanta, Georgia
COUNTY: Cobb County	**AIRPORT CODE:** RYY

Cobb County International Airport-McCollum Field Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,295 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	100	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	250 Feet	300 Feet	No	Increase Runway-Taxiway Separation	$27,000,000
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSF	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	171	70% of Based Aircraft Fleet	No	Add 64 Hangar Spaces	$28,000,000
Apron Parking/Storage	200	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	5,792 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	275	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 226 Auto Parking Spaces	$1,200,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$56,200,000***

Cobb County International Airport-McCollum Field Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 09	$2,250,000	$5,000,000	$660,982	No Action	$7,910,982
– RW 27	No Action	$2,000,000	No Action	No Action	$2,000,000
				Estimated RPZ Mitigation Project Costs	***$9,910,982***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 09/27	Global Preventative (e.g. Surface Treatment to Entire Pavement)*				$200,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$1,500,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$130,053
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$40,089
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,100,373
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$155,087
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$43,074
				Estimated Major Pavement Project Costs	***$4,168,676***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	Environmental Assessment for Master Plan Update Projects			$166,667
2019	Apron	Construct North Apron Expansion - A1 - A2			$2,171,000
2019	Taxiways	Design and Permitting Taxiway A Relocation			$550,000
2019	Hangars	Hangar Construction for Georgia State Patrol			$2,000,000
2021	Apron	Construct North Apron Expansion - AWOS to A4			$834,000
				Estimated CIP Project Costs	***$5,721,667***
				Total Estimated Project Costs	**$76,001,325**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Covington Municipal Airport Report Card

AIRPORT NAME: Covington Municipal Airport	**CITY:** Atlanta, Georgia
COUNTY: Newton County	**AIRPORT CODE:** CVC

Covington Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,500 Feet	5,500 Feet	Yes	-	-
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Feet*	$3,240,000
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	91	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Lighting System	None	ALS	No	Install ALS*	$835,000
Approach Type	LPV	Near-Precision	Yes	-	-
– **Weather Reporting**	AWOS	AWOS or ASOS	Yes	-	-
– **Navigational Aids**					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location, Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$100,000
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	31	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	12	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 11 Tie-downs	$2,100,000
General Aviation Terminal/Administration	19,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	36	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 29 Auto Parking Spaces	$200,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Limited Service	Full Service	No	Offer Additional FBO Services as Needed	No fixed cost needed
Maintenance	None	Full Service	No	Obtain Full Service Maintenance	No fixed cost needed
		Estimated SASP Facility/Service Project Cost			***$6,475,000***

* Estimated project cost is derived from Airport's recent 5-year CIP and includes a 500-foot runway extension.

Covington Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	$20,000	No Action	$161,548	No Action	$181,548
– RW 28	$2,250,000	$3,000,000	$290,999	No Action	$5,540,999
				Estimated RPZ Mitigation Project Costs	***$5,722,547***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$97,787
Runway 10/28	Local Preventative (e.g. Crack Sealing or Patching)				$5,354
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$69,157
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$2,328
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$68,253
				Estimated Major Pavement Project Costs	***$242,879***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	Airport Layout Plan Update, Including Justification Study for 500' Runway Extension and FAA AGIS Submittal; Land Acquisition Reimbursement; DBE Plan Update (FY2018-2020)			$368,832
2018	Apron	Construct SE Apron - Phase II (Site Preparation and Utilities) - Reimbursement			$166,667
2018	Taxiways	Design Apron Taxilane and Site Preparation For Corporate Hangar Building (120'X120')			$35,000
2019	Taxiways	Construct Apron Taxilane and Site Preparation For Corporate Hangar Building (120'X120')			$400,000
2019	Apron	Construct SE Apron - Phase II (Site Preparation and Utilities) - Reimbursement			$166,667
2019	Fuel	Design SE Apron Fuel Facility			$60,000
2019	Plans & Studies	Environmental Assessment for 500' Runway Extension and SE Apron Fuel Facility			$110,000
2020	Fuel	Construct SE Apron Fuel Facility			$400,000
2020	Apron	Construct SE Apron - Phase II (Site Preparation and Utilities) - Reimbursement			$166,667
2020	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$11,000
2020	Taxiways	Design Taxilane, Apron and Site Preparation for Corporate Hangar Building (120'X120')			$40,000
2021	Taxiways	Construct Taxilane, Apron and Site Preparation for Corporate Hangar Building (120'X120')			$450,000
2021	Apron	Design Apron and Site Preparation for Corporate Hangar Building (120'X120')			$35,000
2021	Hangars	Design SE Apron Maintenance Hangar (120'X120') & Connecting Taxiway			$80,000
2021	Auto Parking & Ground Access	Design Williams Road Development			$500,000
2022	Apron	Construct Apron and Site Preparation for Corporate Hangar Building (120'X120')			$400,000
2022	Apron	Construct SE Apron - Phase II (Site Preparation and Utilities) - Reimbursement			$166,667
2022	Hangars	Construct SE Apron Maintenance Hangar (120'X120') & Connecting Taxiway			$625,000

DeKalb-Peachtree Airport Report Card

AIRPORT NAME: DeKalb-Peachtree Airport	**CITY:** Atlanta, Georgia
COUNTY: DeKalb County	**AIRPORT CODE:** PDK

DeKalb-Peachtree Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,001 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	73	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	HITL	MITL	Yes	-	-
– Approach Lighting System	MALSF	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	VASIs/PAPIs	PAPIs	No	Replace VASIs with PAPIs on RW 03R	$75,000
– Segmented Circle	None	Segmented Circle	No	Install Segmented Circle	$50,000
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	232	70% of Based Aircraft Fleet	No	Add 36 Hangar Spaces	$13,500,000
Apron Parking/Storage	177	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 24 Tie-downs	$4,300,000
General Aviation Terminal/Administration	20,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	1,409	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$17,925,000***

DeKalb-Peachtree Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 16	$5,000	No Action	$57,589	No Action	$62,589
– RW 34	$500,000	$1,000,000	$91,283	No Action	$1,591,283
– RW 21L	$1,500,000	$3,000,000	$582,383	No Action	$5,082,383
– RW 21R	No Action	No Action	No Action	No Action	$0
– RW 03L	$250,000	$1,000,000	$251,816	No Action	$1,501,816
– RW 03R	$1,250,000	$8,000,000	$289,508	No Action	$9,539,508
				Estimated RPZ Mitigation Project Costs	***$17,777,578***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 16/34	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$2,383,000
Runway 3R/21L	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,295,743
Runway 3R/21L	Global Preventative (e.g. Surface Treatment to Entire Pavement)*				$540,000
Runway 3L/21R	Global Preventative (e.g. Surface Treatment to Entire Pavement)*				$279,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$3,149,688
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$5,261
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$24,758
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$7,172,767
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$1,925
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$14,999
				Estimated Major Pavement Project Costs	***$14,867,141***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Install Inground Stop Bar Lights-RIM			$1,111,111
2019	Plans & Studies	Airport Master Plan Update / Airport Layout Plan Update (Reimbursement)			$950,000
2019	Taxiways	Midfield Taxiway Improvements			$1,045,000
2019	Hangars	Southeast Quadrant Development Program (Design)			$256,000
2020	Lighting, NAVAIDs & Signage	Airfield Lighting Rehabilitation			$1,545,000
2020	Taxiways	Eastside Parallel Taxiway Construction - Phase 1 (South)			$4,882,000
2020	Hangars	Southeast Quadrant Development Program Paving, Hangars, & Utilities - South Phase			$2,725,000
2021	Hangars	Eastside Development Program - Hangar Development Area Sitework			$1,800,000
2021	Taxiways	Eastside Parallel Taxiway Construction - Phase 2 (Midfield)			$4,400,000
2021	Hangars	Southwest Quadrant Development Program Paving & Utilities - South Phase			$3,129,000
2022	Auto Parking & Ground Access	Eastside Development Program - Entrance Road and Site Utilities			$2,000,000
2022	Taxiways	Eastside Parallel Taxiway Construction - Phase 2 (North)			$4,391,000
2022	Hangars	Southeast Quadrant Development Program Paving, Hangars, & Utilities - North Phase			$3,876,000
				Estimated CIP Project Costs	***$32,110,111***
				Total Estimated Project Costs	**$82,679,831**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Atlanta Regional Airport-Falcon Field (Peachtree City) Report Card

AIRPORT NAME: Atlanta Regional Airport-Falcon Field (Peachtree City)	**CITY:** Atlanta, Georgia
COUNTY: Fayette County	**AIRPORT CODE:** FFC

Atlanta Regional Airport-Falcon Field (Peachtree City) Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,768 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	65	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	No	Install HIRL	$500,000
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	ODALS	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 1,845 LF Fencing	$185,000
Hangared Aircraft Storage	185	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	115	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	8,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	172	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 124 Auto Parking Spaces	$750,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$1,435,000***

Atlanta Regional Airport-Falcon Field (Peachtree City) Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 13	$15,000	No Action	$321,574	No Action	$336,574
– RW 31	$20,000	No Action	$248,294	$369,905	$638,198
				Estimated RPZ Mitigation Project Costs	***$974,772***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$15,342
Runway 13/31	Local Preventative (e.g. Crack Sealing or Patching)				$232
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$285,500
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$44,873
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$49,803
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,921,487
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$30,250
				Estimated Major Pavement Project Costs	***$3,347,487***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	Design Of On Airport Clearing and Safety Improvements, EA Update and NWP'S			$65,400
2018	Safety	On Airport Clearing and Safety Improvements			$1,406,464
2019	Plans & Studies	DBE Program			$9,500
2019	Plans & Studies	Design of Off-Airport Clearing and Safety Improvements, EA Update, Permits, and Right-Of-Way Negotiations			$150,000
2019	Land Acquisition & Easements	Easement Acquisition for Clearing and Safety			$1,000,000
2020	Runways	Design - Runway 31 Extension and Parallel Taxiway Extension and CATEX & Clearing			$345,853
2020	Safety	Off-Airport Clearing and Safety Improvements			$1,300,000
2021	Runways	Construct Runway 31 and Parallel Taxiway Extension and Clearing			$3,458,531
2021	Runways	Construction Services Runway 31 and Parallel Taxiway Extension			$224,804
2021	Apron	Design Area 'C' Expansion			$145,658
2021	Lighting, NAVAIDs & Signage	Design MALSF and CATEX			$110,000
2022	Apron	Construct Area 'C' Expansion			$1,456,577
2022	Lighting, NAVAIDs & Signage	Construct MALSF			$1,000,000
2022	Plans & Studies	DBE Program			$9,800
2022	Hangars	Design Hangar Area 'C' - Phase 4			$220,000
				Estimated CIP Project Costs	***$10,902,588***
				Total Estimated Project Costs	**$16,659,847**

Fulton County Airport-Brown Field Report Card

AIRPORT NAME: Fulton County Airport-Brown Field	**CITY:** Atlanta, Georgia
COUNTY: Fulton County	**AIRPORT CODE:** FTY

Fulton County Airport-Brown Field Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,797 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	85	70 or Greater	Yes	-	-
Primary Runway Safety Area	280 Feet x 350 Feet	1,000 Feet x 500 Feet	No	EMAS Project*	$10,470,000
Runway to Taxiway Separation	400 Feet	400 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	HITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	----/VASI	PAPIs	No	Install PAPIs on RW 08 and RW 26	$125,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 200 LF Fencing	$50,000
Hangared Aircraft Storage	144	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	60	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	7,576 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	500	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$10,645,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Fulton County Airport-Brown Field Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 08	$1,500,000	$1,000,000	$570,662	No Action	$3,070,662
– RW 09	$45,000	No Action	$660,982	No Action	$705,982
– RW 14	$20,000	No Action	$352,196	No Action	$372,196
– RW 26	$20,000	No Action	$585,272	No Action	$605,272
– RW 27	No Action	No Action	No Action	No Action	$0
– RW 32	$15,000	No Action	$243,547	No Action	$258,547
				Estimated RPZ Mitigation Project Costs	***$5,012,659***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,031,654
Runway 08/26	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$173,148
Runway 09/27	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,103,080
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,421,225
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$86,832
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,906,971
				Estimated Major Pavement Project Costs	***$8,722,910***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Apron	Construct North Terminal Area Taxiway & Apron Improvements - Phase 2			$4,444,444
2018	Taxiways	Airfield Taxiway Improvements-RIM			$1,535,555
2018	Apron	Construct North Terminal Area Taxiway & Apron Improvements - Phase 1			$4,100,000
2019	Apron	North Terminal Area Taxiway & Apron Improvements - Phase 2 (Design)			$190,000
2020	Lighting, NAVAIDs & Signage	Airfield Lighting & Signage Rehabilitation (Design)			$105,000
2020	Apron	North Terminal Area Taxiway & Apron Improvements - Phase 2 (Construction)			$2,400,000
2020	Plans & Studies	Taxiway "W" Extension Environmental Evaluation & Permitting			$130,000
2021	Lighting, NAVAIDs & Signage	Airfield Lighting and Signage Rehabilitation (Construction)			$1,200,000
2021	Taxiways	Taxiway "W" Extension (Design)			$580,000
2022	Taxiways	Taxiway "W" Extension (Construction)			$7,200,000
				Estimated CIP Project Costs	***$21,884,999***
				Total Estimated Project Costs	**$46,265,568**

Newnan-Coweta County Airport Report Card

AIRPORT NAME: Newnan-Coweta County Airport	**CITY:** Atlanta, Georgia
COUNTY: Coweta County	**AIRPORT CODE:** CCO

Newnan-Coweta County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,500 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	74	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSF	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location	Hold Position, Location, and Guidance	No	Add Guidance Signs	$150,000
Fencing	Partial	Full Perimeter	No	Install 20,000 LF Fencing*	$333,333
Hangared Aircraft Storage	92	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	64	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	5,500 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	32	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 126 Auto Parking Spaces	$750,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$1,233,333***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Newnan-Coweta County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 14	$20,000	No Action	$352,196	No Action	$372,196
– RW 32	$15,000	No Action	$243,547	No Action	$258,547
				Estimated RPZ Mitigation Project Costs	***$630,743***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$2,166,667
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$566,170
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$77,988
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$9,336
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,089,284
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$57,038
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$20,557
				Estimated Major Pavement Project Costs	***$3,987,040***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Auto Parking & Ground Access	Design and Construct East Aviation Way Extension			$250,000
2018	Land Acquisition & Easements	Land Acquisition (55 Acres) and Obstruction Removal for Runway 32 RPZ			$600,000
2018	Land Acquisition & Easements	Land Acquisition for East Parallel Taxiway Extension			$300,000
2018	Taxiways	Design and Construct Taxiway to West Corporate Hangars			$200,000
2019	Taxiways	East Parallel Taxiway, Connectors and Run-up Pads - Design			$166,667
2019	Other/Misc.	Environmental Mitigation for Runway and Taxiway Extension			$250,000
2020	Taxiways	East Parallel Taxiway, Connectors and Run-Up Pads - Construction			$3,000,000
2021	Apron	Terminal Area Site Preparation and Paving - Design			$166,667
2022	Apron	Terminal Area Site Preparation and Paving - Design			$166,667
				Estimated CIP Project Costs	***$5,100,001***
				Total Estimated Project Costs	**$10,951,117**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Paulding-Northwest Atlanta Airport Report Card

AIRPORT NAME: Paulding-Northwest Atlanta Airport	**CITY:** Atlanta, Georgia
COUNTY: Paulding County	**AIRPORT CODE:** PUJ

Paulding-Northwest Atlanta Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	5,505 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	100	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	No	Install HIRL	$500,000
– Taxiway	MITL	MITL	Yes	-	
– Approach Lighting System	None	ALS	No	Install ALS*	$600,000
Approach Type	Precision (ILS)	Near-Precision	Yes	-	
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 10,000 LF Fencing*	$816,667
Hangared Aircraft Storage	27	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	20	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	23,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	200	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Limited Service	Full Service	No	Offer Additional FBO Services as Needed	No fixed cost needed
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$1,916,667***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Paulding-Northwest Atlanta Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 13	$15,000	No Action	$321,574	No Action	$336,574
– RW 31	$20,000	No Action	$248,294	No Action	$268,294
				Estimated RPZ Mitigation Project Costs	***$604,868***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$18,226
				Estimated Major Pavement Project Costs	***$18,226***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Apron	Apron Expansion-Grading and Drainage			$533,333
2018	Auto Parking & Ground Access	Construct Airport Entrance Road Extension			$3,000,000
2018	Apron	Construct Apron Expansion - Module 1 - Grading and Drainage Phase 2			$1,796,000
2018	Safety	Design Runway Safety Area Improvements			$204,000
2018	Other/Misc.	Water Quality Monitoring - Year 10 (Reimbursement)			$50,830
2018	Other/Misc.	Water Quality Monitoring Year 9 (Part B - Reimbursement)			$26,000
2019	Apron	Apron Expansion - Module 1 - Paving and Marking (Design)			$125,000
2019	Other/Misc.	Mitigation Credits for Apron Expansion (Reimbursement)			$984,970
2019	Safety	Runway Safety Area Improvements (Construction)			$2,500,000
2020	Apron	Apron Expansion - Module 1 - Paving and Lighting (Construction)			$2,575,000
2020	Taxiways	Parallel Taxiway Widening (Reimbursement)			$3,000,000
2020	Taxiways	Partial Parallel Taxiway Extension to Runway 13 End (Design)			$50,000
2021	Apron	Apron Expansion - Module 2 - Grading and Drainage (Design)			$175,000
2021	Lighting, NAVAIDs & Signage	Localizer Platform (Reimbursement)			$165,000
2021	Taxiways	Partial Parallel Taxiway Extension to Runway 13 End (Construction)			$1,000,000
2022	Apron	Apron Expansion - Module 2 - Grading and Drainage (Construction)			$1,670,000
2022	Apron	Apron Expansion - Module 2 - Paving and Marking (Design)			$125,000
				Estimated CIP Project Costs	***$17,980,133***
				Total Estimated Project Costs	**$20,519,894**

Augusta Regional Airport at Bush Field Report Card

AIRPORT NAME: Augusta Regional Airport at Bush Field	**CITY:** Augusta, Georgia
COUNTY: Richmond County	**AIRPORT CODE:** AGS

Augusta Regional Airport at Bush Field Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	8,001 Feet	5,500 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	100	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	400 Feet	400 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	10	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	38	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	11,078 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	146	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$0***

Augusta Regional Airport at Bush Field Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 08	$65,000	No Action	No Action	$177,505	$242,505
– RW 17	$30,000	No Action	$731,792	No Action	$761,792
– RW 26	$45,000	No Action	$128,440	No Action	$173,440
– RW 35	$1,500,000	$1,000,000	$478,556	$218,379	$3,196,936
				Estimated RPZ Mitigation Project Costs	***$4,374,673***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 08/26	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$8,500,000
Runway 17/35	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$17,029
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,164,267
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$14,058
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$196,576
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$16,760,000
				Estimated Major Pavement Project Costs	***$26,651,930***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Runways	Remarking Runway 17/35			$300,000
2018	Utilities & Drainage	Design and Construct Access Control System			$750,000
2018	Plans & Studies	Drainage Master Plan			$150,000
2018	Utilities & Drainage	Construct New Electrical Vault			$750,000
2018	Equipment	Acquire - Lighted Runway Closure X's			$60,000
2018	Auto Parking & Ground Access	Rehabilitate Existing Long-Term Parking Lot			$1,200,000
2018	Utilities & Drainage	Construct - Airport Ditch Enclosure Phase 2			$770,000
2018	Utilities & Drainage	Construct - Airport Ditch Enclosure Phase 1			$1,309,090
2018	Other/Misc.	Design and Construct Exit Toll Booth Canopy			$250,000
2018	Security	Design and Construct FIDS and PA System			$500,000
2018	Hangars	Design and Construct GA Hangar Replacement			$8,947,080
2018	Apron	Design Apron Expansion SE of Runway Intersection			$734,122
2018	Taxiways	Design East Side Twy Extension for Apron SE of Runway Intersection			$629,118
2018	Apron	Design North Cargo Ramp Expansion			$400,000
2018	Other-Buildings	Design Rental Car Quick Turn Around Facility			$650,000
2018	Other-Buildings	Design and Construct Renovate Cargo Bldg to Maintenance Facility			$250,000
2018	Auto Parking & Ground Access	Design and Construct Access Road Improvements			$1,000,000
2018	Other-Buildings	Design and Construct Parking Lot Bus Shelters			$150,000
2018	Terminal Buildings	Design and Construct Terminal Restroom Improvements			$400,000
2018	Plans & Studies	Airport Zoning Ordinance Update			$145,287
2018	Utilities & Drainage	Rehabilitate Runway 17/35 Electrical System			$60,000
2019	Apron	Construct - Apron Expansion SE of Runway Intersection			$13,120,230
2019	Apron	Construct - North Cargo Ramp Expansion Phase I			$2,000,000

* Estimated project cost is derived from Airport's recent 5-year CIP.

Augusta Regional Airport at Bush Field Report Card			
Program Year	**Project Type**	**Project Description**	**Estimated Cost**
2019	Taxiways	Construct East Side Taxiway Extension for Apron SE of Runway Intersection	$10,722,380
2019	Other-Buildings	Construct - Rental Car Quick Turn Around Area	$6,350,000
2019	Other/Misc.	Design/Construct - 2 Jet Bridges	$2,600,000
2019	Auto Parking & Ground Access	Design/Construct East Side Airport Facilities Entrance Road	$1,091,610
2019	Utilities & Drainage	Design/Construct Runway 08/26 & TW E Electrical	$540,000
2020	Fuel	Design/Construct - Relocation of Fuel Farm	$1,500,000
2020	Auto Parking & Ground Access	Design/Construct Perimeter Service Road	$1,838,860
2020	Lighting, NAVAIDs & Signage	Design/Construct - TW Lighting and Signs To LED	$600,000
2020	Lighting, NAVAIDs & Signage	Design/Construct Wind cones	$70,000
2021	Apron	Construct - N Cargo Ramp Expansion - Phase II	$2,000,000
2021	Other-Buildings	Design - ARFF Station Replacement/Relocation	$675,000
2021	Other-Buildings	Design - Maintenance Facility Replacement (6,000 Sf Bldg)	$225,600
2021	Other-Buildings	Design/Construct - Fire Training Center	$1,000,000
2022	Other-Buildings	Construct ARFF Station Replacement	$7,425,000
2022	Other-Buildings	Construct - Maintenance Facility Replacement	$2,481,600
2022	Hangars	Design - Eastside Hangar Development - Phase 1	$500,000
		Estimated CIP Project Costs	***$74,144,977***
		Total Estimated Project Costs	**$105,171,580**

Daniel Field Airport Report Card

AIRPORT NAME: Daniel Field Airport	**CITY:** Augusta, Georgia
COUNTY: Richmond County	**AIRPORT CODE:** DNL

Daniel Field Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	4,002 Feet	4,000 Feet	Yes	-	-
Runway Width	100 Feet	75 Feet	Yes	-	-
Taxiway	Full Parallel	Turnarounds at Each End	Yes	Extend Taxiway 267 Feet	$550,000
Primary Runway PCI	70	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension*	-
– Taxiway	MITL	MITL	Yes	Add MITL to Taxiway Extension	$100,000
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Full Perimeter	Operations Area	Yes	-	-
Hangared Aircraft Storage	24	60% of Based Aircraft Fleet	No	Add 14 Hangar Spaces	$450,000
Apron Parking/Storage	99	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	6,700 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	Yes	-	-
General Aviation Auto Parking	70	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 7 Auto Parking Spaces**	$330,000
Fuel	AvGas and Jet A	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	Full Service	Limited Service	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$1,430,000***

* Estimated project cost is included in a related project's estimated cost.
** Estimated project cost is derived from Airport's recent 5-year CIP.

Daniel Field Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	$60,000	No Action	$161,070	No Action	$221,070
– RW 11	$120,000	$3,125,000	$441,889	No Action	$3,686,889
– RW 23	$2,500,000	$4,000,000	$319,212	No Action	$6,819,212
– RW 29	$150,000	$3,750,000	$358,533	No Action	$4,258,533
				Estimated RPZ Mitigation Project Costs	***$14,985,704***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 11/29	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$627,984
Runway 05/23	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)**				$1,920,000
Runway 05/23	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$580,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$730,287
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$2,185
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,031,946
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$33,352
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$19,995
				Estimated Major Pavement Project Costs	***$5,945,749***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Design Obstruction Mitigation (Runway 29 Approach)			$80,000
2018	Safety	Design Land Acquisition and Removal Obstruction Mitigation (Runway 23 Approach), Ph I			$180,000
2018	Hangars	Design Site Preparation Construction for Hangars - Grading			$250,000
2018	Hangars	Construct Hangars (Includes eligible reimbursable Construction Costs Apron & Taxiway Expenses)			$1,250,000
2018	Land Acquisition & Easements	Land Acquisition Services for the First Tee Building			$15,000
2019	Land Acquisition & Easements	First Tee Building Acquisition - Land Acquisition			$140,000
2019	Land Acquisition & Easements	Obstruction Mitigation - Land Acquisition (Runway 29 Approach)			$312,000
2019	Land Acquisition & Easements	Obstruction Mitigation - Planning/Design/Land Acquisition/Removal (Runway 23 Approach), Ph II			$776,000
2019	Hangars	Reimburse Eligible Apron & Taxiway Expenses (Paving) for 2018 Hangar Project			$400,000
2019	Taxiways	Taxiway A Relocation to Meet Standards per ALP MOS - Environmental			$22,000
2020	Land Acquisition & Easements	Obstr. Mitigation Planning & Removal - Land or Avigation Easement & Removal (Runway 29 Approach)			$100,000
2020	Taxiways	Taxiway A Relocation to Meet Standards per ALP MOS - Design			$80,000
2021	Plans & Studies	Obstruction Mitigation Planning & Removal - Analysis and Design (Runway 11)			$75,000
2021	Taxiways	Taxiway A Relocation to Meet Standards per ALP MOS - Construct			$1,200,000
2022	Safety	Obstruction Mitigation Planning & Removal - Construction (Runway 11)			$300,000
				Estimated CIP Project Costs	***$5,180,000***
				Total Estimated Project Costs	**$27,541,453**

** Estimated project cost is derived from the Airport's recent 5-year CIP.

Decatur County Industrial Air Park Report Card

AIRPORT NAME: Decatur County Industrial Air Park	**CITY:** Bainbridge, Georgia
COUNTY: Decatur County	**AIRPORT CODE:** BGE

Decatur County Industrial Air Park Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,502 Feet	5,500 Feet	Yes	-	-
Runway Width	149 Feet	100 Feet	Yes	-	-
Taxiway	Partial Parallel	Full Parallel	No	Add Full Parallel Taxiway	$2,000,000
Primary Runway PCI	86	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	No	Install HIRL	$500,000
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 22,000 LF Fencing	$1,200,000
Hangared Aircraft Storage	44	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	200	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	4,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	25	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 44 Auto Parking Spaces	$286,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$3,986,000***

Decatur County Industrial Air Park Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 09	$9,900	No Action	$256,131	No Action	$266,031
– RW 14	$1,800	No Action	$174,812	No Action	$176,612
– RW 27	$2,700	No Action	No Action	$322,593	$325,293
– RW 32	$1,800	No Action	No Action	No Action	$1,800
				Estimated RPZ Mitigation Project Costs	***$769,736***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$831,256
Runway 09/27	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$190,707
Runway 09/27	Local Preventative (e.g. Crack Sealing or Patching)*				$166,667
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,331,511
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$57,059
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$16,610
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$8,613,263
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$5,280
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$4,154
				Estimated Major Pavement Project Costs	***$11,216,507***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Land Acquisition Phase II			$786,500
2018	Plans & Studies	DBE Plan Update 3-Year (FY2018-2020)			$10,000
2018	Lighting, NAVAIDs & Signage	Design Airfield Lighting Rehabilitation			$45,000
2019	Lighting, NAVAIDs & Signage	Construct Airfield Lighting Rehabilitation			$300,000
2020	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$11,000
2020	Hangars	Design T-Hangar Taxiway and 10-Unit T-Hangar Building			$85,000
2021	Hangars	Construct 10-Unit T-Hangar Building			$300,000
2021	Taxiways	Construct T-Hangar Taxiway			$450,000
2022	Hangars	Design T-Hangar Taxiway and 10-Unit T-Hangar Building			$85,000
				Estimated CIP Project Costs	***$2,072,500***
				Total Estimated Project Costs	**$18,044,743**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Baxley Municipal Airport Report Card

AIRPORT NAME: Baxley Municipal Airport	**CITY:** Baxley, Georgia
COUNTY: Appling County	**AIRPORT CODE:** BHC

Baxley Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,003 Feet	5,000 Feet	Yes	-	-
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Feet	$3,500,000
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	89	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	HITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	20	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	14	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	5,000 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	10	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 13 Auto Parking Spaces	$100,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Limited Service	Full Service	No	Offer Additional FBO Services as Needed	No fixed cost needed
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$3,600,000***

Baxley Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 08	$900	No Action	No Action	No Action	$900
– RW 26	$900	No Action	No Action	No Action	$900
				Estimated RPZ Mitigation Project Costs	***$1,800***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 08/26	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)**				$1,080,000
Runway 08/26	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$85,281
Runway 08/26	Local Preventative (e.g. Crack Sealing or Patching)				$12,780
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$51,440
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$18,891
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$7,272
				Estimated Major Pavement Project Costs	***$1,255,664***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Apron	Construct New Apron (150'X200') and Connecting Taxiway			$380,000
2018	Plans & Studies	DBE Plan 3-Year Update (FY2015-2017)			$3,000
2018	Lighting, NAVAIDs & Signage	Install REILS for Runway 08 & 26			$26,000
2018	Fuel	Install Secondary Jet A Hose Reel and Fueling Port			$16,000
2019	Plans & Studies	DBE Plan 3-Year Update (FY2018-2020)			$10,000
2019	Lighting, NAVAIDs & Signage	Install Split Lenses on Runway Lighting - Runway 08/26			$2,400
2020	Plans & Studies	Airport Layout Plan Update			$90,000
2021	Hangars	Design 8-Unit T-Hangar Building			$20,000
2021	Taxiways	Design T-Hangar Taxiways and Concrete Slab			$50,000
2022	Hangars	Construct 8-Unit T-Hangar Building			$300,000
2022	Taxiways	Construct T-Hangar Taxiways and Concrete Slab			$200,000
				Estimated CIP Project Costs	***$1,097,400***
				Total Estimated Project Costs	**$5,954,864**

** Estimated project cost is derived from the Airport's recent 5-year CIP.

Blairsville Airport Report Card

AIRPORT NAME: Blairsville Airport	**CITY:** Blairsville, Georgia
COUNTY: Union County	**AIRPORT CODE:** DZJ

Blairsville Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,004 Feet	5,500 Feet	No	Extend Runway 496 Feet*	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	One Turnaround	Full Parallel	No	Add Full Parallel Taxiway	$6,500,000
Primary Runway PCI	86	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	No	Add MITL to Full Parallel Taxiway**	-
– Approach Lighting System	None	ALS	No	Install ALS	$1,500,000
Approach Type	LPV	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	----/----	PAPIs	No	Install PAPIs RW 08 and RW 26	$125,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 4,777 LF Fencing***	$500,000
Hangared Aircraft Storage	36	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	28	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	5,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	36	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 40 Auto Parking Spaces	$250,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Limited Service	Full Service	No	Obtain Full Service Maintenance	No fixed cost needed
Rental Cars	On-Site	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$8,875,000***

* Project is identified as not being feasible due to terrain constraints and no estimated cost has been developed.
** Estimated project cost is included in a related project's estimated cost.
*** Estimated project cost is derived from Airport's recent 5-year CIP.

Blairsville Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 08	$20,000	$2,125,000	$21,307	No Action	$2,166,307
– RW 26	$2,700	No Action	No Action	No Action	$2,700
				Estimated RPZ Mitigation Project Costs	***$2,169,007***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 08/26	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)***				$800,000
Runway 08/26	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$110,982
Runway 08/26	Local Preventative (e.g. Crack Sealing or Patching)				$200,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$17,913
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$4,183
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$297,775
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$38,561
				Estimated Major Pavement Project Costs	***$1,469,414***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Avigation Easement and Land Acquisition for RPZ Obstruction Removal-Runway 08 and 26; DBE Plan Update (FY2018-20)			$85,000
2018	Safety	RPZ Obstruction Removal for Runway 08 and 26			$208,333
2018	Lighting, NAVAIDs & Signage	Site Preparation and Installation of AWOS PT-III			$200,000
2019	Hangars	Design T-Hangar Taxilane and 10-Unit T-Hangar Building			$80,000
2019	Fuel	Design to Relocate AvGas Fuel Tank and Install New Jet A Fuel Facility			$75,000
2020	Hangars	Construct 10-Unit T-Hangar Building, Including CA/CI Services			$300,000
2020	Taxiways	Construct T-Hangar Taxilane Including CA/CI Services			$400,000
2020	Other-Buildings	Design Storage Hangar (60'X60')			$90,000
2020	Fuel	Relocate AvGas Fuel Tank and Install New Jet A Fuel Facility, Including CA/CI Services			$170,000
2021	Other-Buildings	Construct Storage Hangar (60'X60')			$300,000
2021	Plans & Studies	DBE Update (FY2021-2023) - Reimbursement			$11,000
2021	Hangars	Design T-Hangar Taxilane and 10-Unit T-Hangar Building			$80,000
2022	Hangars	Construct 10-Unit T-Hangar Building, Including CA/CI Services			$300,000
2022	Taxiways	Construct T-Hangar Taxilane, Including CA/CI Services			$400,000
2022	Hangars	Design T-Hangar Taxilane and 10-Unit T-Hangar Building			$80,000
				Estimated CIP Project Costs	***$2,779,333***
				Total Estimated Project Costs	**$15,292,754**

*** Estimated project cost is derived from the Airport's recent 5-year CIP.

Early County Airport Report Card

AIRPORT NAME: Early County Airport	**CITY:** Blakely, Georgia
COUNTY: Early County	**AIRPORT CODE:** BIJ

Early County Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	5,494 Feet	5,500 Feet	Yes [1]	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	91	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	200 Feet	240 Feet	No	Increase Runway-Taxiway Separation	$1,000,000
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSF	ALS	Yes	-	-
Approach Type	LPV	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position and Location Signs	$170,000
Fencing	Partial	Full Perimeter	No	Install 19,200 LF Fencing*	$600,000
Hangared Aircraft Storage	15	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	30	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	1,800 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 700 Sq Ft of Terminal Space	$227,500
General Aviation Auto Parking	15	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 8 Auto Parking Spaces	$65,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	None	Available	No	Offer availability to rental car	No fixed cost needed
			Estimated SASP Facility/Service Project Cost		***$2,062,500***

[1] Although Airport does not meet Runway Length objective, the deficiency is minimal and a project is not recommended to meet objectives.
* Estimated project cost is derived from Airport's recent 5-year CIP.

Early County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	No Action	No Action	No Action	No Action	$0
– RW 23	$900	No Action	$14,991	No Action	$15,891
				Estimated RPZ Mitigation Project Costs	***$15,891***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 05/23	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$128,165
Runway 05/23	Local Preventative (e.g. Crack Sealing or Patching)				$32,881
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$63,493
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$20,778
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$16,835
				Estimated Major Pavement Project Costs	***$262,152***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	ALP/Exhibit 'A' Property Map Update for Land Acquisition and Hangar Construction			$20,000
2018	Lighting, NAVAIDs & Signage	Electrical Rehabilitation of NAVAID Equipment, Sheds, Lighting, Etc.			$1,300,000
2018	Land Acquisition & Easements	Land Acquisition Services for Obstruction Clearing (2 Parcels - 28.3 Acres)			$32,500
2018	Land Acquisition & Easements	Land Acquisition for Hangar Construction (Nelson: 3 Acres)			$20,000
2019	Plans & Studies	Airport Layout Plan Update			$90,000
2019	Hangars	Design 6-Unit T-Hangar Building			$20,000
2019	Taxiways	Design 6-Unit T-Hangar Taxiway and Concrete Slab			$75,000
2019	Plans & Studies	Environmental Assessment for Parallel Taxiway Realignment			$120,000
2019	Land Acquisition & Easements	Land Acquisition Services (1 Parcel-21.7 Acres)			$35,000
2019	Land Acquisition & Easements	Land Acquisition for Obstruction Clearing (2 Parcels-28.3 Acres)			$165,000
2020	Hangars	Construct 6-Unit T-Hangar Building			$200,000
2020	Taxiways	Construct 6-Unit T-Hangar Taxiway and Concrete Slab			$400,000
2020	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$10,000
2020	Apron	Design Apron Expansion (10,000 SF)			$30,000
2020	Land Acquisition & Easements	Land Acquisition (1 Parcel-21.7 Acres)			$155,000
2021	Apron	Construct Apron Expansion (10,000 SF)			$100,000
2021	Hangars	Design 6-Unit T-Hangar Building			$20,000
2021	Taxiways	Design 6-Unit T-Hangar Taxiway and Concrete Slab			$75,000
2022	Hangars	Construct 6-Unit T-Hangar Building			$200,000
2022	Taxiways	Construct 6-Unit T-Hangar Taxiway and Concrete Slab			$400,000
				Estimated CIP Project Costs	***$3,467,500***
				Total Estimated Project Costs	**$5,808,043**

Brunswick-Golden Isles Airport Report Card

AIRPORT NAME: Brunswick-Golden Isles Airport	**CITY:** Brunswick, Georgia
COUNTY: Glynn County	**AIRPORT CODE:** BQK

Brunswick-Golden Isles Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	8,001 Feet	5,500 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	68	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	400 Feet	400 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	64	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	80	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	3,500 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	31	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 32 Auto Parking Spaces*	$594,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$594,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Brunswick-Golden Isles Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 07	$10,000	No Action	$214,847	No Action	$224,847
– RW 25	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$224,847***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$90,141
				Estimated Major Pavement Project Costs	***$90,141***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Apron	Expand East GA Apron and Connecting Taxiway Phase II			$1,111,111
2018	Lighting, NAVAIDs & Signage	New AWOS			$121,499
2018	Lighting, NAVAIDs & Signage	Compass Calibration Pad (Env + Design)			$163,000
2018	Apron	East General Aviation Apron Relocation, Phase 1 (Partial Reimbursement)			$814,880
2019	Other-Buildings	ARFF Facility Evaluation and Replacement (Design+Bid)			$202,000
2019	Lighting, NAVAIDs & Signage	Compass Calibration Pad (Construction)			$1,205,000
2019	Apron	North Apron Development - Phase 2 Apron South Expansion (Design & Construction)			$3,027,900
2019	Security	Passenger Terminal Security Improvements (Design + Bid)			$67,200
2019	Plans & Studies	Runway 07/25 Extension, Taxiway A Extension, and New Taxiway B and Misc Projects Environmental Assessment			$535,000
2020	Other-Buildings	ARFF Facility Rehabilitation (Construction)			$2,075,000
2020	Security	Passenger Terminal Security Improvements (Construction)			$241,000
2020	Runways	Runway 07/25 and Taxiway A Sealcoat & Extension (Design)			$840,000
2021	Equipment	ARFF Truck			$705,000
2021	Taxiways	Relocate A2, Between A and Apron (Design and Construct)			$600,000
2021	Lighting, NAVAIDs & Signage	Relocate Wind Cones			$7,500
2021	Runways	Runway 07/25 and Taxiway A Sealcoat and Extension (Funding Part 1) (Construction)			$8,695,000
2022	Taxiways	Taxiway A7 Removal (Design + Construction)			$350,000
2022	Taxiways	Taxiway B - Phase 1 (Design)			$650,000
				Estimated CIP Project Costs	***$21,411,090***
				Total Estimated Project Costs	**$22,320,078**

McKinnon-St. Simons Island Airport Report Card

AIRPORT NAME: McKinnon-St. Simons Island Airport	**CITY:** Brunswick, Georgia
COUNTY: Glynn County	**AIRPORT CODE:** SSI

McKinnon-St. Simons Island Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,584 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Partial Parallel	Full Parallel	No	Add Full Parallel Taxiway	$720,000
Primary Runway PCI	82	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	114	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	65	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	6,000 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	70	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 60 Auto Parking Spaces	$375,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$1,095,000***

McKinnon-St. Simons Island Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 04	$10,000	No Action	$392,297	No Action	$402,297
– RW 16	$2,000,000	$8,000,000	No Action	No Action	$10,000,000
– RW 22	$10,000	No Action	No Action	No Action	$10,000
– RW 34	$105,000	$1,625,000	$432,786	No Action	$2,162,786
				Estimated RPZ Mitigation Project Costs	***$12,575,083***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$280,141
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$83,148
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$14,845
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$331,000
				Estimated Major Pavement Project Costs	***$709,134***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Runway 04 Threshold Relocation and Crack Sealing			$464,600
2018	Plans & Studies	Update Land Use Plan			$10,000
2019	Taxiways	Skylane Taxiway Development-Phase 2 (Env/Bid/Const)			$1,525,000
2020	Taxiways	Taxiway 'D' Extension And Connector Modifications (Env + Design)			$150,000
2021	Taxiways	Taxiway 'D' Extension And Connector Modifications (Construction)			$935,000
2022	Utilities & Drainage	Drainage Improvements Runway 04/22 (Design)			$122,000
2022	Hangars	Relocate Hangar Bay and Fence Modifications (Design + Construction)			$226,000
				Estimated CIP Project Costs	***$3,432,600***
				Total Estimated Project Costs	**$17,811,817**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Marion County Airport Report Card

AIRPORT NAME: Marion County Airport	**CITY:** Buena Vista, Georgia
COUNTY: Marion County	**AIRPORT CODE:** 82A

Marion County Airport Report Card Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	3,200 Feet	4,000 Feet	No	Extend Runway 800 Feet*	$2,362,400
Runway Width	75 Feet	75 Feet	Yes	-	
Taxiway	Turnarounds at Each End	Turnarounds at Each End	Yes	Add Turnaround on Runway Extension	$400,000
Primary Runway PCI	63	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	240 Feet x 120 Feet	240 Feet x 120 Feet	Yes	-	-
Runway to Taxiway Separation	150 Feet	150 Feet	Yes	-	-
Lighting System					
– Runway	None	MIRL	No	Install MIRL	$400,000
– Taxiway	None	MITL	No	Install MITL**	-
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	None	Rotating Beacon	No	Install Rotating Beacon**	-
– VGSI	----/----	PAPIs	No	Install PAPIs on RW 14 and RW 32**	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 1,360 LF Fencing for Operations Area*	$165,000
Hangared Aircraft Storage	0	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	4	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft Terminal with Restrooms	$262,500
General Aviation Auto Parking	5	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas	$300,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost necessary
				Estimated SASP Facility/Service Project Cost	***$3,949,900***

* Estimated project cost is derived from Airport's recent 5-year CIP.
** Estimated project cost is included in a related project's estimated cost.

Marion County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 14	No Action	No Action	No Action	No Action	$0
– RW 32	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$0***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$565,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$30,874
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$9,038
				Estimated Major Pavement Project Costs	***$604,912***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2019	Apron	Design Terminal and Apron Area			$150,000
2019	Hangars	Design to Construct 4-Unit T-Hangars			$30,000
2020	Fuel	Construct New Fuel Farm Facility			$200,000
				Estimated CIP Project Costs	***$380,000***
				Total Estimated Project Costs	**$4,934,812**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Butler Municipal Airport Report Card

AIRPORT NAME: Butler Municipal Airport	**CITY:** Butler, Georgia
COUNTY: Taylor County	**AIRPORT CODE:** 6A1

Butler Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,002 Feet	5,000 Feet	Yes	-	-
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Feet	$3,500,000
Taxiway	Turnaround on RW 18	Full Parallel	No	Add Full Parallel Taxiway	$3,500,000
Primary Runway PCI	80	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	Construct Parallel Taxiway to Meet Standard*	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Install MITL	$470,000
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	None	Hold Position, Location, and Guidance	No	Add RW Hold Signs, Location Signs, and Guidance Signs	$220,000
Fencing	Partial	Full Perimeter	No	Add 1,500 LF Fencing	$150,000
Hangared Aircraft Storage	13	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	39	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 1,500 Sq Ft of Terminal with Restroom, Conference Area, and Pilots' Lounge**	$555,000
General Aviation Auto Parking	21	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Car	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$8,395,000***

* Estimated project cost is included in a related project's estimated cost.
** Estimated project cost is derived from Airport's recent 5-year CIP.

Butler Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 06	$3,600	No Action	$115,898	$106,820	$226,317
– RW 18	No Action	No Action	No Action	No Action	$0
– RW 24	$2,700	No Action	No Action	No Action	$2,700
– RW 36	$35,000	$125,000	No Action	$124,530	$284,530
				Estimated RPZ Mitigation Project Costs	***$513,547***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 18/36	Global Preventative (e.g. Surface Treatment to Entire Pavement)**				$350,000
Runway 18/36	Local Preventative (e.g. Crack Sealing or Patching)				$40,886
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$104,476
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$6,972
				Estimated Major Pavement Project Costs	***$502,334***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Fuel	Acquire Jet A Fuel Truck			$25,000
2018	Hangars	Construct 10-Bay T-Hangar Building			$540,000
2018	Other Bldgs	Construct Temporary Trailer for FBO			$25,000
2018	Safety	Remove Obstruction to Runway Approach and Primary Surfaces			$225,000
2019	Plans & Studies	Conduct Airport Layout Planning Update + Aeronautical Survey			$95,000
2019	Plans & Studies	Conduct DBE & SBE Update (FY2019, FY2020, FY2021)			$9,000
2020	Taxiways	Design 12-Bay T-Hangar Taxilane			$25,000
2021	Taxiways	Construct 12-Bay T-Hangar Taxilane + CA/CI Services			$400,000
2021	Other/Misc.	Design And Install Airport Entrance Sign			$5,000
2022	Plans & Studies	Conduct DBE and SBE Update (FY2021, FY2022, FY2023)			$9,000
2022	Hangars	Construct 12 Bay T-Hangar Building + CA/CI Services			$450,000
				Estimated CIP Project Costs	***$1,808,000***
				Total Estimated Project Costs	**$11,218,881**

** Estimated project cost is derived from Airport's recent 5-year CIP.

Cairo-Grady County Airport Report Card

AIRPORT NAME: Cairo-Grady County Airport	**CITY:** Cairo, Georgia
COUNTY: Grady County	**AIRPORT CODE:** 70J

Cairo-Grady County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,000 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnarounds at Each End	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	85	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 5,700 LF Fencing	$450,000
Hangared Aircraft Storage	17	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	7	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 2 Tie-downs	$600,000
General Aviation Terminal/Administration	1,000 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	Yes	-	-
General Aviation Auto Parking	3	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 19 Auto Parking Spaces	$135,000
Fuel	AvGas	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	Full Service	Limited Service	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$1,185,000***

Cairo-Grady County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 13	$5,000	$125,000	$234,130	No Action	$364,130
– RW 31	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$364,130***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$74,860
Runway 13/31	Local Preventative (e.g. Crack Sealing or Patching)				$34,806
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$4,313
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$420,000
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$18,031
				Estimated Major Pavement Project Costs	***$552,010***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Taxiways	Construct Partial Parallel Taxiway & Apron for Future Corporate Hangars, T-Hangar Taxiway & Concrete Slab for 8-Unit T-Hangar Building			$680,000
2018	Hangars	Design and Construct 8-Unit T-Hangar Building			$280,000
2018	Lighting, NAVAIDs & Signage	Install Mandatory Signage			$25,000
2019	Fuel	Design Above Ground AvGas Facility			$50,000
2019	Runways	Design Runway Extension (500') and Partial Parallel Taxiway (Apron to Runway 31)			$100,000
2019	Plans & Studies	Environmental Assessment and 404 Permit for Runway Extension (500') and Partial Parallel Taxiway (Apron to Runway 31)			$60,000
2019	Land Acquisition & Easements	Land Acquisition Phase III			$120,000
2020	Runways	Construct Runway Extension with Parallel Taxiway			$800,000
2020	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$10,000
2020	Fuel	Install New AvGas Facility			$250,000
2021	Hangars	Design 8-Unit T-Hangar Building & 2 Box Hangars			$40,000
2021	Taxiways	Design Apron Expansion, T-Hangar Taxiway & Concrete Slab for 8-Unit T-Hangar Building & 2 Box Hangars			$70,000
2021	Hangars	Design and Construction of 8-Unit T-Hangar Building (FY2018)			$280,000
2022	Hangars	Construct 8-Unit T-Hangar Building & 2 Box Hangars			$500,000
2022	Taxiways	Construct Apron Expansion, T-Hangar Taxiway & Concrete Slab for 8-Unit T-Hangar Building & 2 Box Hangars			$600,000
				Estimated CIP Project Costs	***$3,865,000***
				Total Estimated Project Costs	**$5,966,140**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Tom B. David Field Airport Report Card

AIRPORT NAME: Tom B. David Field Airport	**CITY:** Calhoun, Georgia
COUNTY: Gordon County	**AIRPORT CODE:** CZL

Tom B. David Field Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,034 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Partial Parallel	Full Parallel	No	Extend Taxiway to Runway 17*	$12,750,000
Primary Runway PCI	92	70 or Greater	Yes	-	-
Primary Runway Safety Area	200 Feet x 200 Feet	300 Feet x 150 Feet	No	Improve Runway 35 RSA	$525,000
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	No	Add MITL to Taxiway Extension**	-
– Approach Lighting System	None	ALS	No	Install ALS	$1,500,000
Approach Type	LPV	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 20,000 LF Fencing*	$500,000
Hangared Aircraft Storage	110	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	4	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 58 Tie-downs	$9,600,000
General Aviation Terminal/Administration	4,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	42	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 136 Auto Parking Spaces	$825,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$25,700,000***

* Estimated project cost is derived from Airport's recent 5-year CIP. Taxiway CIP project and cost include design, construction, land acquisition and environmental mitigation.
** Estimated project cost is included in a related project's estimated cost.

Tom B. David Field Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 17	$300,000	$1,000,000	No Action	$124,195	$1,424,195
– RW 35	$1,800	No Action	$71,993	No Action	$73,793
				Estimated RPZ Mitigation Project Costs	***$1,497,988***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 17/35	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$136,184
Runway 17/35	Local Preventative (e.g. Crack Sealing or Patching)				$33,988
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$43,190
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$15,899
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$577,464
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$23,896
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$1,849
				Estimated Major Pavement Project Costs	***$832,470***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Replace Localizer and PAPI-2's			$200,000
2019	Hangars	Corporate Hangar Site - Design & Construction			$600,000
2019	Hangars	Corporate Hangars - Design & Construction			$600,000
2021	Hangars	Corporate Hangar Site - Design & Construction			$400,000
2021	Hangars	Corporate Hangars - Design & Construction			$600,000
				Estimated CIP Project Costs	***$2,400,000***
				Total Estimated Project Costs	**$30,430,458**

Camilla-Mitchell County Airport Report Card

AIRPORT NAME: Camilla-Mitchell County Airport	**CITY:** Camilla, Georgia
COUNTY: Mitchell County	**AIRPORT CODE:** CXU

Camilla-Mitchell County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,004 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	86	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Add 16,000 LF Fencing*	$450,000
Hangared Aircraft Storage	27	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	9	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 8 Tie-downs	$1,500,000
General Aviation Terminal/Administration	800 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 700 Sq Ft of Terminal Space*	$560,000
General Aviation Auto Parking	10	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 33 Auto Parking Spaces	$225,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$2,735,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Camilla-Mitchell County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 08	No Action	No Action	No Action	No Action	$0
– RW 26	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$0***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 08/26	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$112,079
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$104,612
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$50,251
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$31,322
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$16,673
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$2,305
				Estimated Major Pavement Project Costs	***$317,242***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Apron	Construct Helipad and Lighting - Phase III			$230,197
2018	Auto Parking & Ground Access	Design Access Road Relocation in Terminal Area			$52,000
2018	Plans & Studies	Design and Analysis for Terminal Area Plan Update, Including Topo and Utility Survey			$30,000
2019	Auto Parking & Ground Access	Construct Access Road Relocation in Terminal Area			$400,000
2019	Hangars	Design and Construct Corporate Hangars (4 - 70'X60')			$1,000,000
2020	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$10,000
2020	Hangars	Design 10-Unit T-Hangar Building			$24,000
2020	Taxiways	Design 10-Unit T-Hangar Taxiway and Concrete Slab for T-Hangars			$50,000
2021	Hangars	Construct 10-Unit T-Hangar Taxiway & 10-Unit T-Hangar Building			$550,000
2021	Fuel	Design Replacement Fuel Farm and Fueling Station for Jet A and AvGas			$60,000
2021	Hangars	Design and Construct Maintenance Hangar (100'X100') - Building 21			$500,000
2022	Fuel	Install Replacement Fuel Farm and Fueling Station for Jet A and AvGas			$500,000
				Estimated CIP Project Costs	***$3,406,197***
				Total Estimated Project Costs	**$6,458,439**

Franklin County Airport Report Card

AIRPORT NAME: Franklin County Airport	**CITY:** Canon, Georgia
COUNTY: Franklin County	**AIRPORT CODE:** 18A

Franklin County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,000 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnarounds at Each End	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	76	70 or Greater	Yes	Project Completed in 2016	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Install MITL	$200,000
Approach Type	LPV	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 10,000 LF Fencing*	$525,000
Hangared Aircraft Storage	33	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	7	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 5 Tie-downs*	$1,000,000
General Aviation Terminal/Administration	1,200 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	Yes	-	-
General Aviation Auto Parking	8	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 22 Auto Parking Spaces	$150,000
Fuel	AvGas and Jet A	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$1,875,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Franklin County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 08	$1,800	No Action	No Action	No Action	$1,800
– RW 26	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$1,800***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 08/26	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$496,805
Runway 08/26	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$24,750
Runway 08/26	Local Preventative (e.g. Crack Sealing or Patching)				$26,422
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$9,878
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$4,330
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$11,662
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$6,453
				Estimated Major Pavement Project Costs	***$580,300***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Avigation Easement Acquisition and Obstruction Removal for Runway 26 Approach (Dowell: 1.25 Ac.)			$15,000
2018	Land Acquisition & Easements	Avigation Easement Acquisition and Obstruction Removal for Runway 08 Approach (2 Parcels: 8.9 Ac.)			$65,000
2018	Taxiways	Construct Parallel Taxiway (5,177'x35')			$2,500,000
2018	Utilities & Drainage	Design Airfield Electrical Rehabilitation			$45,000
2019	Utilities & Drainage	Construct Airfield Electrical Rehabilitation			$250,000
2019	Plans & Studies	DBE Plan Update 3-Year (FY2018-2020)			$11,000
2020	Plans & Studies	Airport Layout Plan Update			$115,000
2020	Hangars	Design 8-Unit T-Hangar Building			$25,000
2020	Apron	Design South Terminal Apron Expansion, T-Hangar Taxiways, and Concrete Slab for 8-Unit T-Hangar Building			$75,000
2021	Hangars	Construct 8-Unit T-Hangar Building			$260,000
2021	Apron	Construct Apron Expansion, T-Hangar Taxiways, and Concrete Slab for 8-Unit T-Hangar Building			$400,000
2021	Hangars	Design 8-Unit T-Hangar Building			$25,000
2021	Taxiways	Design T-Hangar Taxiways and Concrete Slab for 8-Unit T-Hangar Building			$75,000
2022	Hangars	Construct 8-Unit T-Hangar Building			$260,000
2022	Taxiways	Construct T-Hangar Taxiways and Concrete Slab for 8-Unit T-Hangar Building			$400,000
2022	Auto Parking & Ground Access	Design South Apron Access Roads and Auto Parking Area			$110,000
				Estimated CIP Project Costs	***$4,631,000***
				Total Estimated Project Costs	**$7,088,100**

Cherokee County Airport Report Card

AIRPORT NAME: Cherokee County Airport	**CITY:** Canton, Georgia
COUNTY: Cherokee County	**AIRPORT CODE:** CNI

Cherokee County Airport Report Card Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,001 Feet	5,000 Feet	Yes	-	-
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Feet	$3,500,000
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	94	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Add 10,000 LF Fencing	$750,000
Hangared Aircraft Storage	64	60% of Based Aircraft Fleet	No	Add 9 Hangar Spaces	$2,350,000
Apron Parking/Storage	54	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 18 Tie-downs	$3,200,000
General Aviation Terminal/Administration	10,000 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	89	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 92 Auto Parking Spaces	$575,000
Fuel	AvGas and JetA	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$10,375,000***

Cherokee County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	$26,100	$2,000,000	No Action	No Action	$2,026,100
– RW 23	$4,500	No Action	No Action	No Action	$4,500
				Estimated RPZ Mitigation Project Costs	***$2,030,600***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 05/23	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$86,136
Runway 05/23	Local Preventative (e.g. Crack Sealing or Patching)				$11,158
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$350,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$54,625
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)*				$166,667
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$1,200,000
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$45,296
				Estimated Major Pavement Project Costs	***$1,913,882***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Security	Airport Security Improvements, Phase 2			$166,667
2018	Plans & Studies	Environmental Assessment Runway & Apron Expansion			$166,667
2018	Land Acquisition & Easements	Design Land Acquisition and Relocated Access Road			$800,000
2019	Auto Parking & Ground Access	Relocate Access Road			$1,600,000
2019	Runways	Runway and Apron Expansion, Design			$200,000
2020	Security	Airport Security Improvements, Phase 3			$166,667
2020	Runways	Runway and Apron Expansion, Phase 1			$3,500,000
2021	Hangars	Corporate Hangar Site Prep and Taxiway			$800,000
2021	Runways	Runway and Apron Expansion, Phase 2			$4,000,000
2022	Land Acquisition & Easements	Land Acquisition Reimbursement			$500,000
2022	Apron	Runway and Apron Expansion, Phase 3			$4,000,000
				Estimated CIP Project Costs	***$15,900,001***
				Total Estimated Project Costs	**$30,219,483**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

West Georgia Regional Airport-O.V. Gray Field Report Card

AIRPORT NAME: West Georgia Regional Airport-O.V. Gray Field	**CITY:** Carrollton, Georgia
COUNTY: Carroll County	**AIRPORT CODE:** CTJ

West Georgia Regional Airport-O.V. Gray Field Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,503 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	72	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	No	Install HIRL	$500,000
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	None	ALS	No	Install ALS*	$1,290,000
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 14,500 LF Fencing*	$925,000
Hangared Aircraft Storage	100	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	41	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 19 Tie-downs	$3,400,000
General Aviation Terminal/Administration	1,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 1,500 Sq Ft of Terminal Space	$487,500
General Aviation Auto Parking	40	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 131 Auto Parking Spaces	$800,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$7,402,500***

* Estimated project cost is derived from Airport's recent 5-year CIP.

West Georgia Regional Airport-O.V. Gray Field Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 17	No Action	No Action	No Action	No Action	$0
– RW 35	$900	No Action	No Action	No Action	$900
		Estimated RPZ Mitigation Project Costs			***$900***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 17/35	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,110,443
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$244,358
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$83,563
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$7,453
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$68,958
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$3,593
		Estimated Major Pavement Project Costs			***$1,518,368***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Obstruction Analysis and Design Phased Airfield Obstruction Removal			$85,000
2018	Land Acquisition & Easements	Land Acquisition Services for Future NE Hangar Development (Miller: 50.63 Acres)			$50,000
2018	Land Acquisition & Easements	Land Acquisition for Future NE Hangar Development (Miller: 50.63 Acres)			$225,000
2018	Safety	Obstruction Clearing for Runway 17 Approach - Phase I			$165,000
2019	Hangars	Construct 10-Unit T-Hangar Building			$300,000
2019	Lighting, NAVAIDs & Signage	Design Site Preparation for AWOS III PT Installation			$35,000
2019	Safety	Obstruction Clearing for Runway 35 Approach - Phase II (37 Acres)			$200,000
2020	Hangars	Construct 10-Unit T-Hangar Building			$300,000
2020	Apron	Construct Northwest Apron Pavement - Phase II			$2,200,000
2020	Hangars	Design 10-Unit T-Hangar Building			$35,000
2020	Fuel	Design Fuel Truck Covered Parking Area			$37,500
2020	Safety	Obstruction Clearing for Runway 17 Approach - Phase II (22 Acres)			$150,000
2020	Lighting, NAVAIDs & Signage	Site Preparation and Install AWOS III PT			$225,000
2021	Plans & Studies	DBE Plan Update (FY2021-2023)			$11,000
2021	Utilities & Drainage	Design Airfield Drainage Improvements and Airfield Erosion Control			$85,000
2021	Apron	Design Northeast Apron Expansion (400'X250') Phase I, Including A Taxiway (2,000'X35'), Access Road (300'X20'), Corporate Hangar Building (100'X100')			$120,000
2021	Fuel	Erect Fuel Truck Covered Parking Area			$100,000
2022	Utilities & Drainage	Construct Airfield Drainage Improvements and Airfield Erosion Control			$1,500,000
2022	Hangars	Construct Corporate Hangar Building (100'X100')			$300,000
2022	Apron	Construct Northeast Apron Expansion (400'X250') Phase I, Including A Taxiway (2,000'X35'), Access Road (300'X20'), Corporate Hangar Building (100'X100')			$2,500,000
				Estimated CIP Project Costs	***$8,623,500***
				Total Estimated Project Costs	**$17,545,268**

Cartersville Airport Report Card

AIRPORT NAME: Cartersville Airport	**CITY:** Cartersville, Georgia
COUNTY: Bartow County	**AIRPORT CODE:** VPC

Cartersville Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,760 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	64	70 or Greater	No	Major Rehabilitation*	$2,200,000
Primary Runway Safety Area	175 Feet x 300 Feet	1,000 Feet x 500 Feet	No	Improve RSA*	$10,000,000
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	None	ALS	No	Install ALS	$1,500,000
Approach Type	LPV	Near-Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location, Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$130,000
Fencing	Partial	Full Perimeter	No	Install 10,200 LF Fencing*	$331,655
Hangared Aircraft Storage	124	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	60	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 20 Tie-downs	$3,600,000
General Aviation Terminal/Administration	3,000 Sq Ft w/Restrooms, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add Conference Area	$35,000
General Aviation Auto Parking	25	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 203 Auto Parking Spaces	$1,100,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Limited Service	Full Service	No	Obtain Full Service Maintenance	No fixed cost needed
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$18,896,655***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Cartersville Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 01	No Action	No Action	No Action	No Action	$0
– RW 19	$2,700	No Action	$496,704	No Action	$499,404
				Estimated RPZ Mitigation Project Costs	***$499,404***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 01/19	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$855,001
Runway 01/19	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$16,500
Runway 01/19	Local Preventative (e.g. Crack Sealing or Patching)				$1,568
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$755,159
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$33,352
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$7,785
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$75,988
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$14,242
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$33,515
				Estimated Major Pavement Project Costs	***$1,793,110***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Avigation Easement Acquisition Services for Obstruction Removal for Runway 01 Approach (36 Parcels: 96.33 Acres)			$300,000
2018	Safety	Design Obstruction Removal and Lighting for Runway 01 Approach			$50,000
2018	Land Acquisition & Easements	Land Acquisition Services for Future Development [East (1 Parcel: 59 Acres); West (13 Parcels: 67.1 Acres)]			$150,000
2019	Land Acquisition & Easements	Avigation Easement Acquisition for Obstruction Removal for Runway 01 Approach (36 Parcels: 96.33 Acres)			$400,000
2019	Land Acquisition & Easements	Land Acquisition for East Side Development (Jeff Davis: 59 Acres)			$2,100,000
2019	Safety	Obstruction Removal for Runway 01 Approach, Including Lighting			$800,000
2020	Hangars	Design East Side T-Hangar Taxiway and 10-Unit T-Hangar Building			$85,000
2020	Apron	Design West Side Apron Expansion (400'X200'), Including State Route 61 Closure			$35,000
2020	Land Acquisition & Easements	Land Acquisition for West Side Development - Phase I (8 Parcels: 11.19 Acres)			$400,000
2020	Land Acquisition & Easements	Land Acquisition Services to Partially Close State Route 61 (1 Parcel: 6.32 Acres)			$30,000
2021	Hangars	Construct East Side 10-Unit T-Hangar Building			$500,000
2021	Taxiways	Construct East Side T-Hangar Taxiway			$500,000
2021	Apron	Construct West Side Apron Expansion (400'X200'), Including State Route 61 Closure			$500,000
2021	Plans & Studies	DBE Plan Update 3-Years (FY2021-2023)			$11,000
2021	Hangars	Design West Side T-Hangar Taxiway and 10-Unit T-Hangar Building			$90,000
2021	Land Acquisition & Easements	Land Acquisition for West Side Development - Phase II (1 Parcel: 35.52 Acres)			$1,100,000
2021	Land Acquisition & Easements	Land Acquisition to Partially Close State Route 61 (1 Parcel: 6.32 Acres)			$200,000
2022	Plans & Studies	Airport Layout Plan Update			$120,000
2022	Hangars	Construct West Side 10-Unit T-Hangar Building			$450,000

Polk County Airport-Cornelius Moore Field Report Card

AIRPORT NAME: Polk County Airport-Cornelius Moore Field	**CITY:** Cedartown, Georgia
COUNTY: Polk County	**AIRPORT CODE:** 4A4

Polk County Airport-Cornelius Moore Field Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,006 Feet	4,000 Feet	Yes	-	-
Runway Width	76 Feet	75 Feet	Yes	-	-
Taxiway	None	Turnarounds at Each End	No	Add Full Parallel Taxiway*	$5,500,000
Primary Runway PCI	89	70 or Greater	Yes	-	-
Primary Runway Safety Area	100 Feet x 250 Feet	300 Feet x 150 Feet	No	Improve RSA**	
Runway to Taxiway Separation	None	240 Feet	Yes	Construct Taxiway System to Meet Standards***	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	LITL	MITL	No	Install MITL	$400,000
Approach Type	LPV	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 3,000 LF Fencing for Operations Area****	$480,000
Hangared Aircraft Storage	46	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	15	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 8 Tie-downs	$1,500,000
General Aviation Terminal/Administration	600 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	No	Add 150 Sq Ft of Terminal Space	$52,500
General Aviation Auto Parking	30	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 28 Auto Parking Spaces	$190,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel as Required	Yes	-	-
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$8,122,500***

* Estimated cost is derived from Airport's recent 5-year CIP and will exceed objective.
** The identified project is included in the Airport's recent 5-year CIP as part of a runway extension/widening project.
*** Estimated project cost is included in a related project's estimated cost.
**** Estimated project cost is derived from Airport's recent 5-year CIP; may exceed objective.

Polk County Airport-Cornelius Moore Field Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	$900	No Action	$142,065	No Action	$142,965
– RW 28	$7,200	No Action	No Action	No Action	$7,200
				Estimated RPZ Mitigation Project Costs	***$150,165***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$66,050
Runway 10/28	Local Preventative (e.g. Crack Sealing or Patching)				$21,981
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$50,321
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$4,605
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$51
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$300,570
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$54,392
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$59,911
				Estimated Major Pavement Project Costs	***$557,881***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Land and Easement Acquisition Phase IV			$468,058
2018	Safety	Design Off-Site Clearing			$20,000
2018	Safety	Off-site Clearing Construction (44 AC)			$255,000
2018	Plans & Studies	Update DBE Plan 2018-2020			$10,000
2019	Plans & Studies	Environmental Assessment and Justification for Runway Extension/Widening & Parallel Taxiway			$180,000
2019	Lighting, NAVAIDs & Signage	Install AWOS III			$100,000
2020	Runways	Design Runway Extension			$200,000
2021	Runways	Construct Runway Extension, incl. Bidding, Construction Admin and Inspection			$2,015,000
2022	Fuel	Fuel Farm Reimbursement			$402,170
				Estimated CIP Project Costs	***$3,650,228***
				Total Estimated Project Costs	**$12,480,774**

Claxton-Evans County Airport Report Card

AIRPORT NAME: Claxton-Evans County Airport	**CITY:** Claxton, Georgia
COUNTY: Evans County	**AIRPORT CODE:** CWV

Claxton-Evans County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,001 Feet	5,000 Feet	Yes	-	-
Runway Width	74 Feet	100 Feet	No	Widen Runway 26 Ft	$3,000,000
Taxiway	Turnaround on RW 27	Full Parallel	No	Add Full Parallel Taxiway	$3,500,000
Primary Runway PCI	74	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Install MITL	$390,000
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	None	Hold Position, Location, and Guidance	No	Add RW Hold Signs, Location Signs, and Guidance Signs	$235,000
Fencing	Partial	Full Perimeter	No	Install 12,000 LF Fencing*	$385,000
Hangared Aircraft Storage	12	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	16	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	800 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 700 Sq Ft of Terminal Space*	$600,000
General Aviation Auto Parking	10	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 8 Auto Parking Spaces	$65,000
Fuel	AvGas	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Limited Service	Available	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Car	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$8,175,000***

* Estimated project cost is derived from Airport's recent 5-year CIP; CIP project/cost may exceed objective.

Claxton-Evans County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 09	$10,000	$1,125,000	$159,976	No Action	$1,294,976
– RW 27	$9,900	No Action	$95,449	No Action	$105,349
				Estimated RPZ Mitigation Project Costs	***$1,400,325***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 09/27	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$803,530
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$12,812
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$4,081
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$16,527
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$8,435
				Estimated Major Pavement Project Costs	***$845,385***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Taxiways	Construct T-Hangar Taxiway and Slab for 8-Unit T-Hangar and 2 Box Hangars			$500,000
2018	Hangars	Design and Construct 8-Unit T-Hangar and 2 Box Hangars			$500,000
2018	Land Acquisition & Easements	Land Acquisition Phase II			$100,000
2019	Fuel	Design New Jet A Fuel Depot			$40,000
2019	Runways	Design Runway 27 Extension (150'x75'), Turnaround Taxiway (400'x35') and Runway and Obstruction Lighting			$65,000
2020	Fuel	Construct New Jet A Fuel Depot			$240,000
2020	Runways	Construct Runway 27 Extension (150'x75'), Turnaround Taxiway (400'x35') and Runway and Obstruction Lighting			$335,000
2020	Hangars	Reimbursement for 8-Unit T-Hangar Building and 2 Box Hangars			$166,667
2021	Plans & Studies	DBE Plan Update 3-year (FY2021-2023)			$11,000
2021	Taxiways	Design for T-Hangar Taxiway and 10-Unit T-Hangar Building			$60,000
2021	Hangars	Reimbursement for 8-Unit T-Hangar Building and 2 Box Hangars			$166,667
2022	Plans & Studies	Airport Layout Plan Update			$100,000
2022	Hangars	Reimbursement for 8-Unit T-Hangar Building and 2 Box Hangars			$166,667
				Estimated CIP Project Costs	***$2,451,001***
				Total Estimated Project Costs	**$12,871,711**

Cochran Airport Report Card

AIRPORT NAME: Cochran Airport	**CITY:** Cochran, Georgia
COUNTY: Bleckley County	**AIRPORT CODE:** 48A

Cochran Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,401 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Partial parallel and Turnaround on one Runway end	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	91	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	VOR/DME	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 700 LF for Full Perimeter	$100,000
Hangared Aircraft Storage	8	60% of Based Aircraft Fleet	No	Add 3 Hangar Spaces*	$310,000
Apron Parking/Storage	16	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms	$262,500
General Aviation Auto Parking	46	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	Full Service	Limited Service	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$672,500***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Cochran Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	$5,000	$375,000	$172,745	No Action	$552,745
– RW 11	No Action	No Action	No Action	No Action	$0
– RW 23	No Action	No Action	No Action	No Action	$0
– RW 29	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$552,745***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 11/29	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$83,522
Runway 11/29	Local Preventative (e.g. Crack Sealing or Patching)*				$128,300
Runway 05/23	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$712,246
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$14,085
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$16,016
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$28,599
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$5,967
				Estimated Major Pavement Project Costs	***$988,735***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2020	Plans & Studies	Airport Layout Plan Update			$80,000
2021	Safety	Obstruction Clearing Design and Construction			$50,000
				Estimated CIP Project Costs	***$130,000***
				Total Estimated Project Costs	**$2,343,980**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Columbus Airport Report Card

AIRPORT NAME: Columbus Airport	**CITY:** Columbus, Georgia
COUNTY: Muscogee County	**AIRPORT CODE:** CSG

Columbus Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,997 Feet	5,500 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	67	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	400 Feet	400 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	143	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	35	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 41 Tie-downs	$7,140,000
General Aviation Terminal/Administration	3,200 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	50	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 166 Auto Parking Spaces	$950,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$8,090,000***

Columbus Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 06	$7,000,000	$18,000,000	$2,814,756	No Action	$27,814,756
– RW 13	$1,250,000	$3,000,000	$635,461	No Action	$4,885,461
– RW 24	$15,000	No Action	$369,162	No Action	$384,162
– RW 31	No Action	$3,000,000	No Action	No Action	$3,000,000
				Estimated RPZ Mitigation Project Costs	***$36,084,379***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 06/24	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$935,080
Runway 06/24	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$163,425
Runway 06/24	Local Preventative (e.g. Crack Sealing or Patching)				$103,201
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)*				$650,000
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$301,964
				Estimated Major Pavement Project Costs	***$2,153,670***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Obstruction Removal/Mitigation Runway 06/24			$2,222,222
2018	Safety	Obstruction Removal/Mitigation Runway 13/31			$720,222
2018	Safety	Runway 6 RSA Improvements			$1,111,111
2018	Security	Design Perimeter Security Road			$320,401
2018	Taxiways	Design General Aviation Taxiway Rehab & Widening			$175,000
2018	Terminal Buildings	Design Terminal Rehabilitation			$500,000
2019	Taxiways	Construct General Aviation Taxiway Rehab & Widening			$1,500,000
2019	Security	Construct Perimeter Security Road			$2,700,000
2019	Terminal Buildings	Construct Terminal Rehab			$5,000,000
2019	Runways	Design Runway 06/24 Paved Shoulders			$150,000
2020	Runways	Construct Runway 06/24 Paved Shoulders			$150,000
2020	Plans & Studies	Design Taxiway D Crack Seal/Sealcoat			$500,000
2022	Plans & Studies	Master Plan Update			$500,000
				Estimated CIP Project Costs	***$15,548,956***
				Total Estimated Project Costs	**$61,877,005**

* Estimated project cost is derived from Airport's recent 5-year CIP.

Crisp County-Cordele Airport Report Card

AIRPORT NAME: Crisp County-Cordele Airport	**CITY:** Cordele, Georgia
COUNTY: Crisp County	**AIRPORT CODE:** CFK

Crisp County-Cordele Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,001 Feet	5,000 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	79	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Add MITL	$470,000
– Approach Lighting System	ODALS	Non-Precision	Yes	-	-
Approach Type	LPV	AWOS or ASOS	Yes	-	-
Weather Reporting	AWOS				
Navigational Aids		Rotating Beacon	Yes	-	-
– Rotating Beacon	Rotating Beacon	PAPIs	Yes	-	-
– VGSI	PAPIs/PAPIs	Segmented Circle	Yes	-	-
– Segmented Circle	Segmented Circle	Wind Cone	Yes	-	-
– Wind Cone	Wind Cone	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$185,000
Airfield Signage	Location, Guidance	Full Perimeter	No	Install 17,500 LF Fencing*	$54,000
Fencing	Partial	60% of Based Aircraft Fleet	Yes	-	-
Hangared Aircraft Storage	32	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
Apron Parking/Storage	18	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 500 Sq Ft of Terminal Space*	$175,000
General Aviation Terminal/Administration	1,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 8 Auto Parking Spaces	$65,000
General Aviation Auto Parking	20	AvGas and/or Jet Fuel	Yes	-	-
Fuel	AvGas and Jet A	Full Service	Yes	-	-
FBO	Full Service	Available	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	5,000 Feet	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$949,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Crisp County-Cordele Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	No Action	No Action	No Action	No Action	$0
– RW 10	$900	No Action	No Action	$57,737	$58,637
– RW 23	$900	No Action	No Action	No Action	$900
– RW 28	$900	No Action	$155,583	No Action	$156,483
				Estimated RPZ Mitigation Project Costs	***$216,020***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$99,817
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$142,000
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$6,041
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$21,010
				Estimated Major Pavement Project Costs	***$268,868***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Utilities & Drainage	Construct Airfield Drainage Rehabilitation Phase I; Obstruction Removal Runway Approach; Reimburse DBE Plan Update (FY2016-2018)			$774,000
2018	Safety	Construct Runway 10/28 RSA Improvements Phase I			$295,000
2018	Lighting, NAVAIDs & Signage	Design and Construct New Localizer and Shelter			$150,000
2019	Plans & Studies	Conduct Airport Layout Plan + Aeronautical Survey			$95,000
2019	Utilities & Drainage	Construct Airfield Drainage Rehabilitation Phase II + CA /CI Services			$800,000
2019	Safety	Construct Runway Safety Improvements Runway 05/23 Phase II + CA/CI Services			$390,000
2020	Utilities & Drainage	Construct Airfield Drainage Rehabilitation Phase III + CA/CI Services			$850,000
2020	Hangars	Design 10 Bay T-Hangar			$40,000
2020	Plans & Studies	Update DBE & SBE (FY2019-2021)			$9,000
2021	Hangars	Construct 10 Bay T-Hangar and Demo Existing Stall Hangar + CA/CI Services			$450,000
2021	Hangars	Design 6 Unit Hangar Taxilane			$35,000
2022	Hangars	Construct 6 Unit T-Hangar and Demo Existing Stall Hangar + CA/CI Services			$340,000
				Estimated CIP Project Costs	***$4,228,000***
				Total Estimated Project Costs	**$5,661,888**

Habersham County Airport Report Card

AIRPORT NAME: Habersham County Airport	**CITY:** Cornelia, Georgia
COUNTY: Habersham County	**AIRPORT CODE:** AJR

Habersham County Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	5,506 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	84	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	No	Project Underway	-
– Approach Lighting System	None	ALS	No	Install ALS*	$250,000
Approach Type	LPV	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location, Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$120,000
Fencing	Partial	Full Perimeter	No	Install 14,000 LF Fencing	$900,000
Hangared Aircraft Storage	44	70% of Based Aircraft Fleet	No	Add 13 Hangar Spaces	$5,275,000
Apron Parking/Storage	20	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 23 Tie-downs	$4,100,000
General Aviation Terminal/Administration	1,400 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Project Underway	-
General Aviation Auto Parking	14	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 109 Auto Parking Spaces	$650,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Limited Service	Full Service	No	Obtain Full Service Maintenance	No fixed cost needed
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$11,295,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Habersham County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 06	No Action	No Action	No Action	No Action	$0
– RW 24	$550,000	$4,000,000	$267,737	No Action	$4,817,737
				Estimated RPZ Mitigation Project Costs	***$4,817,737***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 06/24	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$121,000
Runway 06/24	Local Preventative (e.g. Crack Sealing or Patching)				$72,116
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$9,806
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$17,243
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$17,321
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$491,868
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$16,478
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$1,038
				Estimated Major Pavement Project Costs	***$746,870***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2019	Land Acquisition & Easements	Land Acquisition for West Hangar Area			$700,000
2019	Safety	Obstruction Clearing Easements - Runway 06			$620,000
2019	Safety	Runway 06/24 Approach Obstruction Survey/Obstruction Analysis			$50,000
2020	Hangars	Construct Replacement Hangar Area			$3,950,000
2020	Safety	Obstruction Clearing Easement - Runway 24			$695,000
2021	Hangars	Construct West Hangar Area			$2,000,000
2022	Land Acquisition & Easements	Land/Easement Acquisition for Precision Approach			$600,000
				Estimated CIP Project Costs	***$8,615,000***
				Total Estimated Project Costs	**$25,474,607**

Lower Chattahoochee Regional Airport Report Card

AIRPORT NAME: Lower Chattahoochee Regional Airport	**CITY:** Cuthbert, Georgia
COUNTY: Randolph County	**AIRPORT CODE:** 25J

Lower Chattahoochee Regional Airport Report Card Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	3,000 Feet	4,000 Feet	No	Extend Runway 1,000 Feet	$3,000,000
Runway Width	60 Feet	75 Feet	No	Widen Runway 15 Feet	$2,000,000
Taxiway	None	Turnarounds at Each End	No	Add taxiway	$550,000
Primary Runway PCI	52	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	100 Feet x 200 Feet	300 Feet x 150 Feet	No	Improve RSA w/Runway Displacement*	$100,000
Runway to Taxiway Separation	225 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Add MITL	$500,000
– Approach Lighting System	None	Non-Precision	No	Add LPV Approach	$60,000
Approach Type	Visual	Non-Precision	No	Add LPV Approach	$60,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	----/----	PAPIs	No	Install PAPIs on RW 18 and RW 36	$125,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	Yes	-	-
Hangared Aircraft Storage	3	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	6	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 sq ft Enclosed Space for Public Use with Restrooms	$262,500
General Aviation Auto Parking	8	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas	$300,000
FBO	None	Limited Service	No	Obtain Full Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$6,897,500***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Lower Chattahoochee Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 18	No Action	No Action	No Action	No Action	$0
– RW 36	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$0***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 18/36	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$959,625
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$20,677
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$101,084
				Estimated Major Pavement Project Costs	***$1,081,386***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2021	Plans & Studies	DBE Plan Update for Runway Rehab			$10,000
				Estimated CIP Project Costs	***$10,000***
				Total Estimated Project Costs	**$7,988,886**

Lumpkin County-Wimpy's Airport Report Card

AIRPORT NAME: Lumpkin County-Wimpy's Airport	**CITY:** Dahlonega, Georgia
COUNTY: Lumpkin County	**AIRPORT CODE:** 9A0

Lumpkin County-Wimpy's Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	3,090 Feet	4,000 Feet	No	Extend Runway 910 Feet	$3,700,000
Runway Width	50 Feet	75 Feet	No	Widen Runway 25 Feet	$3,000,000
Taxiway	None	Turnarounds at Each End	No	Add Turnaround to Runway 15	$400,000
Primary Runway PCI	79	70 or Greater	Yes	Project Completed in 2017	-
Primary Runway Safety Area	240 Feet x 120 Feet	240 Feet x 120 Feet	Yes	-	-
Runway to Taxiway Separation	None	225 Feet	Yes	Construct Taxiway System to Meet Standards*	-
Lighting System					
– Runway	None	MIRL	No	Install MIRL	$320,000
– Taxiway	None	MITL	No	Install MITL	$100,000
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	None	Rotating Beacon	No	Install Rotating Beacon**	$75,000
– VGSI	----/----	PAPIs	No	Install PAPIs on RW 15 and RW 33	$125,000
– Segmented Circle	None	Segmented Circle	No	Install Segmented Circle	$50,000
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 1,150 LF Fencing for Operations Area	$115,000
Hangared Aircraft Storage	14	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	11	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	384 Sq Ft w/Restrooms and Conference Room	750 Square Feet of Public Use Space with Restrooms	No	Add 366 Sq Ft of Terminal Space	$128,100
General Aviation Auto Parking	2	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 26 Auto Parking Spaces	$175,000
Fuel	AvGas	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$8,248,100***

* Estimated project cost is included in a related project's estimated cost.
** Estimated project cost is derived from Airport's recent 5-year CIP.

Lumpkin County-Wimpy's Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 15	No Action	No Action	No Action	No Action	$0
– RW 33	$100,000	$5,000,000	No Action	No Action	$5,100,000
				Estimated RPZ Mitigation Project Costs	***$5,100,000***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$25,904
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$1,772
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$602
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$114,126
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$647
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$2,995
				Estimated Major Pavement Project Costs	***$146,046***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2019	Safety	Regrade Primary Surface to Meet State Requirements			$239,500
				Estimated CIP Project Costs	***$239,500***
				Total Estimated Project Costs	**$13,733,646**

Dalton Municipal Airport Report Card

AIRPORT NAME: Dalton Municipal Airport	**CITY:** Dalton, Georgia
COUNTY: Whitfield County	**AIRPORT CODE:** DNN

Dalton Municipal Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length [1]	5,496 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	81	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position	Hold Position, Location, and Guidance	No	Add Location and Guidance Signs	$220,000
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	46	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	35	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration [1]	2,450 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	75	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$220,000***

[1] Although the Airport does not meet the Runway Length and General Aviation Terminal/Administration objectives, the deficiency is minimal, and projects are not recommended to meet objectives.

Dalton Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 14	$115,000	$625,000	$596,638	No Action	$1,336,638
– RW 32	$6,300	No Action	No Action	No Action	$6,300
				Estimated RPZ Mitigation Project Costs	***$1,342,938***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$2,150,000
Runway 14/32	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$113,256
Runway 14/32	Local Preventative (e.g. Crack Sealing or Patching)				$7,957
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$71,200
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$1,360,475
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$25,615
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$46,791
				Estimated Major Pavement Project Costs	***$3,775,294***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Construct 10 Until T-Hangars			$507,000
2018	Utilities & Drainage	Ground Power Unit (GPU)			$25,000
2018	Land Acquisition & Easements	Land Acquisition Services Phase I - Easement Approach Runway 32 and Obstruction Removal			$150,000
2019	Land Acquisition & Easements	Land Acquisition Phase II (Fee/Easement) RPZ/Approach Runway 32 and Obstruction Removal			$500,000
2019	Safety	Runway Safety Area Improvements			$200,000
2020	Land Acquisition & Easements	Land Acquisition Services - Phase V (Fee/Easement) RPZ/Approach Runway 14 and Obstruction Removal (Includes Survey/Appraisals)			$500,000
2020	Plans & Studies	Update Airport Layout Plan			$100,000
				Estimated CIP Project Costs	***$1,982,000***
				Total Estimated Project Costs	**$7,320,232**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Dawson Municipal Airport Report Card

AIRPORT NAME: Dawson Municipal Airport	**CITY:** Dawson, Georgia
COUNTY: Terrell County	**AIRPORT CODE:** 16J

Dawson Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,507 Feet	5,000 Feet	No	Extend Runway 493 Ft*	$2,500,000
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Ft	$3,000,000
Taxiway	No Supporting Taxiway	Full Parallel	No	Add Full Parallel Twy	$8,500,000
Primary Runway PCI	75	70 or Greater	Yes	-	-
Primary Runway Safety Area	240 Feet x 120 Feet	240 Feet x 120 Feet	Yes	-	-
Runway to Taxiway Separation	None	225 Feet	No	Construct Parallel Twy to Meet Standard*	-
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension**	-
– Taxiway	None	MITL	No	Install MITL	$420,000
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Weather Reporting	None	AWOS or ASOS	No	Install AWOS	$300,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position and Location	Hold Position, Location, and Guidance	No	Add Guidance Signs	$170,000
Fencing	None	Full Perimeter	No	Install 12,000 LF Fencing*	$930,000
Hangared Aircraft Storage	37	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	20	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 7 Tie-downs	$1,300,000
General Aviation Terminal/Administration	1,000 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Sq Ft of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 500 Sq Ft of Terminal Space*	$680,000
General Aviation Auto Parking	29	1 Space for each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 37 Auto Parking Spaces	$250,000
Fuel	AvGas	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Car	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$18,050,000***

* Estimated project cost is derived from Airport's recent 5-year CIP; CIP project/cost may exceed objective.
** Estimated project cost is included in a related project's estimated cost.

Dawson Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 13	No Action	No Action	No Action	No Action	$0
– RW 31	$4,500	No Action	No Action	No Action	$4,500
				Estimated RPZ Mitigation Project Costs	***$4,500***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$697,365
Runway 13/31	Local Preventative (e.g. Crack Sealing or Patching)*				$166,667
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$155,271
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$53,158
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$37,759
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$347,499
Apron	*Global Preventative (e.g. Surface Treatment to Entire Pavement)*				$9,958
				Estimated Major Pavement Project Costs	***$1,467,677***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2019	Plans & Studies	Conduct DBE and SBE Update (FY 2018, FY2019, FY2020)			$9,000
2019	Auto Parking & Ground Access	Design Airport Entrance Reconfiguration			$40,000
2020	Auto Parking & Ground Access	Construct Airport Entrance Reconfiguration			$300,000
2021	Plans & Studies	Conduct Airport Layout Plan Update			$95,000
2021	Fuel	Construct Jet A Fuel Facility + CA/CI			$150,000
2022	Plans & Studies	Conduct DBE and SBE Update (FY2021, FY2022, FY2023)			$9,000
2022	Lighting, NAVAIDs & Signage	Design MIRL Replacement + ODALS and REILS			$35,000
2022	Taxiways	Design T-Hangar Taxilane			$35,000
				Estimated CIP Project Costs	***$673,000***
				Total Estimated Project Costs	**$20,195,177**

* Estimated project cost is derived from Airport's recent 5-year CIP; CIP project/cost may exceed objective.

Donalsonville Municipal Airport Report Card

AIRPORT NAME: Donalsonville Municipal Airport	**CITY:** Donalsonville, Georgia
COUNTY: Seminole County	**AIRPORT CODE:** 17J

Donalsonville Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,182 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	83	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location and Guidance	Hold Position, Location, and Guidance	No	Add Hold Position Sign	$100,000
Fencing	Partial	Full Perimeter	No	Add 17,000 LF Fencing	$1,000,000
Hangared Aircraft Storage	17	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	9	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 5 Tie-downs	$1,000,000
General Aviation Terminal/Administration	800 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 700 Sq Ft of Terminal Space*	$400,000
General Aviation Auto Parking	6	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 29 Auto Parking Spaces	$200,000
Fuel	AvGas	AvGas and/or Jet Fuel	Yes	-	-
FBO	Limited Service	Full Service	No	Offer Additional FBO Services as Needed	No fixed cost needed
Maintenance	None	Available	No	Offer Aircraft Maintenance Services	No fixed cost needed
Rental Cars	None	Available	No	Offer Availability to Rental Cars	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$2,700,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Donalsonville Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 01	$7,200	No Action	No Action	No Action	$7,200
– RW 19	$9,000	No Action	No Action	No Action	$9,000
				Estimated RPZ Mitigation Project Costs	***$16,200***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 01/19	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$110,000
Runway 01/19	Local Preventative (e.g. Crack Sealing or Patching)*				$235,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$610,644
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$22,024
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$5,169
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$8,918
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$3,426
				Estimated Major Pavement Project Costs	***$995,181***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Construct New Hangar and Taxilanes			$150,000
2018	Runways	Construction of Crosswind Runway Rehabilitation			$1,020,000
2018	Plans & Studies	DBE Plan FY2018-2020			$9,000
2018	Hangars	Design Sitework for New Hangar and Taxilanes			$16,835
2018	Other/Misc.	Permitting for Crosswind Runway			$20,000
2019	Fuel	Design and Construction of Fuel Farm Replacement			$70,000
2019	Hangars	Reimbursement for Design & Construction of New Hangar and Taxilanes			$166,835
2020	Plans & Studies	DBE Plan FY2021-2023			$9,000
2020	Plans & Studies	EA for Runway Extension and Parallel Taxiway			$110,000
2021	Runways	Design Runway Extension and Parallel Taxiway			$100,000
2022	Runways	Construct Runway Extension and Parallel Taxiway Phase I Grading and Drainage including CA/CI Services			$1,250,000
				Estimated CIP Project Costs	***$2,921,670***
				Total Estimated Project Costs	**$6,633,051**

* Estimated project cost is derived from the Airport's recent 5-year CIP

Douglas Municipal Airport Report Card

AIRPORT NAME: Douglas Municipal Airport	**CITY:** Douglas, Georgia
COUNTY: Coffee County	**AIRPORT CODE:** DQH

Douglas Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,000 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	86	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	No	Install HIRL	$520,000
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location, Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$100,000
Fencing	Partial	Full Perimeter	No	Install 3,500 LF Fencing*	$180,000
Hangared Aircraft Storage	33	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	41	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	7,000 Sq Ft of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	35	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 17 Auto Parking Spaces	$120,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Car	No fixed cost needed
			Estimated SASP Facility/Service Project Cost		***$920,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Douglas Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 04	$900	No Action	$143,182	No Action	$144,082
– RW 22	$250,000	$8,000,000	$454,656	No Action	$8,704,656
				Estimated RPZ Mitigation Project Costs	***$8,848,737***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 04/22	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$132,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$87,688
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$755,000
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$108,249
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$24,141
				Estimated Major Pavement Project Costs	***$1,107,078***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Site Preparation for Corporate Hangars			$419,447
2018	Hangars	Design of T-Hangar Area Sitework Improvements-Reimbursement			$3,300
2018	Hangars	Enclose Shade Hangars			$80,000
2018	Hangars	Construct T-Hangar Area Sitework Improvements - Phase 1 (In-Fill 5 Units Only)			$115,000
2018	Hangars	Construct T-Hangar Area Sitework Improvements - Phase 1 (In-Fill 5 Units Only)			$252,000
2018	Hangars	Construct T-Hangar Area Sitework Improvements - Phase 1 (New South Bldg. / 11 Units Total)			$364,000
2018	Hangars	Construct T-Hangar Area Sitework Improvements - Phase 1 (New South Bldg. / 6 Units Total)			$289,000
2018	Plans & Studies	Update DBE Plan FY2018-2020			$9,000
2019	Plans & Studies	Airfield Pavement Evaluation			$75,000
2019	Auto Parking & Ground Access	Reimbursement for Advanced Design of Construct Corporate Area Access Road - Phase 1 & Supplemental Corporate Taxiway Improvements (Design)			$50,000
2020	Auto Parking & Ground Access	Construct Corporate Area Access Road - Phase 1			$120,000
2020	Hangars	North Corporate Hangar Area Taxiway Improvements - Phase 1			$360,000
2021	Apron	Terminal Area Apron Expansion (North - Phase 1)			$350,000
2021	Plans & Studies	Update DBE Plan FY2021-2023			$9,000
2022	Auto Parking & Ground Access	Construct Corporate Access Road including Utilities - Phase 2			$260,000
				Estimated CIP Project Costs	***$2,755,747***
				Total Estimated Project Costs	**$13,631,563**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

W.H. "Bud" Barron Airport Report Card

AIRPORT NAME: W.H. "Bud" Barron Airport	**CITY:** Dublin, Georgia
COUNTY: Laurens County	**AIRPORT CODE:** DBN

W.H. "Bud" Barron Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,501 Feet	5,500 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	87	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location, Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$150,000
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	52	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	37	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	4,500 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	46	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$150,000***

W.H. "Bud" Barron Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 02	$95,000	$375,000	$805,174	No Action	$1,275,174
– RW 14	$8,100	No Action	$135,152	No Action	$143,252
– RW 20	$19,800	No Action	$76,787	No Action	$96,587
– RW 32	$1,800	No Action	$4,423	No Action	$6,223
				Estimated RPZ Mitigation Project Costs	***$1,521,236***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Local Preventative (e.g. Crack Sealing or Patching)				$54,812
Runway 02/20	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$350,000
Runway 02/20	Local Preventative (e.g. Crack Sealing or Patching)				$89,558
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$2,581
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$44,836
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$885
				Estimated Major Pavement Project Costs	***$542,672***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Fuel	Construct Fuel Facility Replacement and DBE Plan Update			$500,000
2018	Taxiways	Construct Connecting Taxiway to Runway 14			$1,100,000
2018	Taxiways	Update Design for Connecting Taxiway to Runway 14			$40,000
2018	Terminal Buildings	Terminal Building Metal Roof Improvements			$52,000
2019	Hangars	Design T-Hangar Taxiway, Concrete Slab and 8-Unit T-Hangar Building			$65,000
2020	Plans & Studies	Airport Layout Plan Update			$90,000
2020	Plans & Studies	Analyze/Design Airfield Pavement Rehabilitation			$85,000
2020	Hangars	Construct T-Hangar Taxiway, Concrete Slab and 8-Unit T-Hangar Building			$500,000
2020	Plans & Studies	DBE Plan Update 3-Year (FY2018-2020)			$10,000
2021	Hangars	Design T-Hangar Taxiway, Concrete Slab and 8-Unit T-Hangar Building			$65,000
2022	Hangars	Construct T-Hangar Taxiway, Concrete Slab and 8-Unit T-Hangar Building			$1,000,000
				Estimated CIP Project Costs	***$3,507,000***
				Total Estimated Project Costs	**$5,720,908**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Heart of Georgia Regional Airport Report Card

AIRPORT NAME: Heart of Georgia Regional Airport	**CITY:** Eastman, Georgia
COUNTY: Dodge County	**AIRPORT CODE:** EZM

Heart of Georgia Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,506 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	83	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	37	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	10	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 5 Tie-downs	$1,000,000
General Aviation Terminal/Administration	12,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	29	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 14 Auto Parking Spaces	$100,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$1,100,000***

Heart of Georgia Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 02	$3,600	No Action	$273,838	No Action	$277,438
– RW 20	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$277,438***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 02/20	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$143,000
Runway 02/20	Local Preventative (e.g. Crack Sealing or Patching)				$88,360
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$165,350
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$83,110
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$21,765
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$10,187
				Estimated Major Pavement Project Costs	***$511,772***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Localizer Replacement			$183,333
2018	Land Acquisition & Easements	Land Acquisition for Future Development			$350,000
2019	Hangars	Construct (700' X 35') Taxilane			$344,430
2020	Apron	Concrete Apron Construction			$59,100
2020	Land Acquisition & Easements	Land Acquisition			$150,000
2021	Hangars	Design 100 X 100 Maintenance Hangar			$75,000
2021	Lighting, NAVAIDs & Signage	Directional Signs and Lighted Windsocks			$83,000
2022	Hangars	Construct 100 X 100 Maintenance Hangar			$675,000
				Estimated CIP Project Costs	***$1,919,863***
				Total Estimated Project Costs	**$3,809,073**

Elbert County Airport-Patz Field Report Card

AIRPORT NAME: Elbert County Airport-Patz Field	**CITY:** Elberton, Georgia
COUNTY: Elbert County	**AIRPORT CODE:** EBA

Elbert County Airport-Patz Field Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,004 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Partial Parallel	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	63	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Install MITL	$320,000
– Approach Lighting System	GPS (RNAV)	Non-Precision	Yes	-	-
Approach Type					
Navigational Aids	Rotating Beacon	Rotating Beacon	Yes	-	-
– Rotating Beacon	PAPIs/PAPIs	PAPIs	Yes	-	-
– VGSI	Segmented Circle	Segmented Circle	Yes	-	-
– Segmented Circle	Wind Cone	Wind Cone	Yes	-	-
– Wind Cone	Partial	Operations Area	Yes	-	-
Fencing	23	60% of Based Aircraft Fleet	Yes	-	-
Hangared Aircraft Storage	10	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 2 Tie-downs*	$500,000
Apron Parking/Storage	600 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	750 Square Feet of Public Use Space with Restrooms	No	Add 150 Sq Ft of Terminal Space*	$52,500
General Aviation Terminal/Administration	10	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 20 Auto Parking Spaces	$140,000
General Aviation Auto Parking	AvGas	AvGas, and/or Jet Fuel as Required	Yes	-	-
Fuel	Limited Service	Limited Service	No	Offer Additional FBO Services as Needed	No fixed cost needed
FBO	5,004 Feet	4,000 Feet	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$1,012,500***

* Estimated project cost is derived from Airport's recent 5-year CIP; CIP project/cost may exceed objective.

Elbert County Airport-Patz Field Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 11	No Action	No Action	No Action	No Action	$0
– RW 29	$900	No Action	No Action	No Action	$900
				Estimated RPZ Mitigation Project Costs	***$900***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 11/29	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$1,966,667
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$18,865
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$7,816
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$12,396
				Estimated Major Pavement Project Costs	***$2,005,744***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Design Airfield Lighting & Fuel Farm Installation			$166,667
2018	Lighting, NAVAIDs & Signage	Construct Airfield Lighting Replacement			$290,000
2019	Lighting, NAVAIDs & Signage	AWOS Installation			$100,000
2019	Land Acquisition & Easements	Land Acquisition for Obstruction Removal			$500,000
2020	Land Acquisition & Easements	Land Acquisition Reimbursement			$166,667
				Estimated CIP Project Costs	***$1,223,334***
				Total Estimated Project Costs	**$4,242,478**

* Estimated project cost is derived from Airport's recent 5-year CIP; CIP project/cost may exceed objective.

Gilmer County Airport Report Card

AIRPORT NAME: Gilmer County Airport	**CITY:** Ellijay, Georgia
COUNTY: Gilmer County	**AIRPORT CODE:** 49A

Gilmer County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	3,507 Feet	4,000 Feet	No	Extend Runway 493 Feet*	$8,141,000
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	None	Turnarounds at Each End	No	Add Turnaround and Partial Parallel Taxiway**	-
Primary Runway PCI	87	70 or Greater	Yes	-	-
Primary Runway Safety Area	100 Feet x 115 Feet	240 Feet x 120 Feet	No	Improve RSA	-
Runway to Taxiway Separation	None	225 Feet	Yes	Construct Taxiway System to Meet Standards	-
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension**	-
– Taxiway	None	MITL	No	Install MITL	$400,000
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 1,345 LF Fencing for Operations Area*	$860,000
Hangared Aircraft Storage	12	60% of Based Aircraft Fleet	Yes	Add 1 hangar space	$125,000
Apron Parking/Storage	13	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	2,000 Sq Ft w/Restrooms	750 Square Feet of Public Use Space with Restrooms	Yes	-	-
General Aviation Auto Parking	27	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 1 Auto Parking Space	$12,000
Fuel	AvGas	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$9,598,000***

* Project and estimated project cost is derived from Airport's recent 5-year CIP; CIP project/cost may exceed objective.
** Estimated project cost is included in a related project's estimated cost.

Gilmer County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 03	$3,600	No Action	No Action	No Action	$3,600
– RW 21	$10,000	$1,625,000	$4,688	No Action	$1,639,688
				Estimated RPZ Mitigation Project Costs	***$1,643,288***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 03/21	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$57,750
Runway 03/21	Local Preventative (e.g. Crack Sealing or Patching)				$25,100
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$2,210
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$282
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$19,712
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$1,285
				Estimated Major Pavement Project Costs	***$106,339***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	3 Year DBE Plan Update (FY 2018-2020)			$10,000
2018	Plans & Studies	Wildlife Management (Bird Prevention)			$50,000
2019	Apron	Design Terminal Area Expansion Including Access Road & Auto Parking			$60,000
2019	Land Acquisition & Easements	Land Acquisition Services for Terminal Area Expansion			$45,000
2020	Apron	Construct Terminal Area Expansion Including Access Road & Auto Parking			$600,000
2020	Hangars	Design 24-Unit T-Hangar Taxiway & 24-Unit T-Hangar Building			$70,000
2020	Land Acquisition & Easements	Land Acquisition for Terminal Area Expansion			$120,000
2021	Hangars	Construct 24-Unit T-Hangar			$600,000
2021	Taxiways	Construct T-Hangar Taxiway for 24-Unit T-Hangar			$300,000
2021	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$11,000
				Estimated CIP Project Costs	***$1,866,000***
				Total Estimated Project Costs	**$13,213,627**

Fitzgerald Municipal Airport Report Card

AIRPORT NAME: Fitzgerald Municipal Airport	**CITY:** Fitzgerald, Georgia
COUNTY: Ben Hill County	**AIRPORT CODE:** FZG

Fitzgerald Municipal Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	5,000 Feet	5,000 Feet	Yes	-	-
Runway Width	101 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	83	70 or Greater	Yes	-	-
Primary Runway Safety Area	250 Feet x 500 Feet	300 Feet x 150 Feet	No	Improve RSA*	-
Runway to Taxiway Separation	200 Feet	240 Feet	No	Improve Runway-Taxiway Separation	$500,000
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	VASIs/VASIs	PAPIs	No	Upgrade VASIs to PAPIs	$125,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location and Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$100,000
Fencing	Partial	Full Perimeter	No	Add 24,000 LF Fencing**	$618,000
Hangared Aircraft Storage	34	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	28	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	4,800 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	15	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 38 Auto Parking Spaces	$250,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$1,593,000***

* Project is included as part a Runway Extension project included in the Airport's 2018-2022 CIP.
** Estimated project cost is derived from Airport's recent 5-year CIP.

Fitzgerald Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 02	No Action	No Action	No Action	No Action	$0
– RW 20	$900	No Action	$156,617	No Action	$157,517
				Estimated RPZ Mitigation Project Costs	***$157,517***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 02/20	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$112,398
Runway 02/20	Local Preventative (e.g. Crack Sealing or Patching)**				$165,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$741,086
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$26,616
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$395,000
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)**				$145,000
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$10,259
				Estimated Major Pavement Project Costs	***$1,595,359***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Utilities & Drainage	Design Electrical System Rehabilitation			$60,000
2018	Land Acquisition & Easements	Property Acquisition Services for 500' Runway and Taxiway Extension + Limited Exhibit A			$35,000
2019	Safety	Conduct 18B Survey + AGIS Coordination			$55,000
2019	Plans & Studies	DBE Update (FY2019, FY2020, FY2021)			$9,000
2019	Runways	Design of 500' Runway and Taxiway Extension, ODALS Relocation, Signage, PAPIs + survey and geotech			$60,000
2019	Land Acquisition & Easements	Property Acquisition for 500' Runway and Taxiway Extension + Exhibit A Update and Boundary Survey			$595,000
2020	Runways	Construct 500' Runway + Taxiway Extension - Phase I Grading and Drainage + CA/CI services			$1,400,000
2021	Runways	Construct 500' Runway + Taxiway Extension - Phase II Paving, Lighting, Signage, and PAPIs + CA/CI services			$700,000
2022	Plans & Studies	Conduct ALP Update			$70,000
				Estimated CIP Project Costs	***$2,984,000***
				Total Estimated Project Costs	**$6,329,876**

** Estimated project cost is derived from the Airport's recent 5-year CIP.

Davis Field Airport Report Card

AIRPORT NAME: Davis Field Airport	**CITY:** Folkston, Georgia
COUNTY: Charlton County	**AIRPORT CODE:** 3J6

Davis Field Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	2,500 Feet	4,000 Feet	No	Extend Runway 1,500 Feet	$7,500,000
Runway Width	50 Feet	75 Feet	No	Widen Runway 25 Feet	$2,000,000
Taxiway	Turnaround on one Runway end	Turnarounds at Each End	No	Add Turnaround	$400,000
Primary Runway PCI	56	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	240 Feet x 120 Feet	240 Feet x 120 Feet	Yes	-	-
Runway to Taxiway Separation	None	225 Feet	Yes	Construct Taxiway System to Meet Standards*	-
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension*	-
– Taxiway	None	MITL	No	Install MITL	$130,000
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	----/----	PAPIs	No	Install PAPIs on RW 18 and RW 36	$125,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 1,525 LF Fencing for Operations Area	$145,000
Hangared Aircraft Storage	5	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	3	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms	$262,500
General Aviation Auto Parking	0	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 7 Auto Parking Spaces	$56,000
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas	$300,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$10,978,500***

* Estimated project cost is included in a related project's estimated cost.

Davis Field Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 18	$9,000	No Action	No Action	No Action	$9,000
– RW 36	$900	No Action	$55,802	No Action	$56,702
				Estimated RPZ Mitigation Project Costs	***$65,702***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 18/36	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$463,972
				Estimated Major Pavement Project Costs	***$463,972***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Utilities & Drainage	Construct Airfield Electrical Improvements			$176,000
2018	Utilities & Drainage	Design Airfield Electrical Improvements			$39,000
				Estimated CIP Project Costs	***$215,000***
				Total Estimated Project Costs	**$11,723,174**

Lee Gilmer Memorial Airport Report Card

AIRPORT NAME: Lee Gilmer Memorial Airport	**CITY:** Gainesville, Georgia
COUNTY: Hall County	**AIRPORT CODE:** GVL

Lee Gilmer Memorial Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,500 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	74	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position	Hold Position, Location, and Guidance	No	Add Location and Guidance Signs	$250,000
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	95	70% of Based Aircraft Fleet	No	Add 10 hangar parking spaces	$3,375,000
Apron Parking/Storage	48	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 30 Tie-downs	$5,300,000
General Aviation Terminal/Administration	6,300 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	105	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 121 Auto Parking Spaces	$730,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$9,655,000***

Lee Gilmer Memorial Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	$5,000,000	$8,000,000	$624,995	$284,019	$13,909,014
– RW 11	$210,000	$8,250,000	$613,069	$117,671	$9,190,740
– RW 23	$30,000	No Action	$269,676	No Action	$299,676
– RW 29	$65,000	No Action	$684,563	$102,708	$852,271
				Estimated RPZ Mitigation Project Costs	***$24,251,701***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 11/29	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$81,028
Runway 11/29	Local Preventative (e.g. Crack Sealing or Patching)				$1,381
Runway 05/23	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$2,666,667
Runway 05/23	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$12,100
Runway 05/23	Local Preventative (e.g. Crack Sealing or Patching)				$7,378
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$870,843
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$101,098
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$17,229
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,421,163
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$56,836
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$12,946
				Estimated Major Pavement Project Costs	***$5,248,669***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Runway 05/23 Safety Area Improvements Design; and Runway 05/23 Safety Improvements; Reimburse crack seal			$2,044,576
2018	Plans & Studies	Environmental Assessment for Terminal Area Expansion			$166,667
2020	Security	Security Improvements - Design and Construction			$166,667
2020	Taxiways	Taxiway from T-Hangars to Runway 11 - Design & Construction			$166,667
2021	Terminal Buildings	New Terminal Building - Design			$200,000
2022	Apron	Helipad - Construction			$50,000
				Estimated CIP Project Costs	***$2,794,577***
				Total Estimated Project Costs	**$41,949,947**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Greene County Regional Airport Report Card

AIRPORT NAME: Greene County Regional Airport	**CITY:** Greensboro, Georgia
COUNTY: Greene County	**AIRPORT CODE:** 3J7

Greene County Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,500 feet	5,000 feet	Yes	-	-
Runway Width	100 feet	100 feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	69	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	300 feet x 150 feet	300 feet x 150 feet	Yes	-	-
Runway to Taxiway Separation	240 feet	240 feet	Yes	-	-
Lighting System					
– Runway	HIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPI/PAPI	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	14 spaces	60% of Based Aircraft Fleet	Yes		
Apron Parking/Storage	40 spaces	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	5,000 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	40	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	None	Available	No	Offer Aircraft Maintenance Services	No fixed cost needed
Rental Cars	On-Site	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$0***

Greene County Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 07	$9,900	No Action	No Action	No Action	$9,900
– RW 25	$165,000	$1,000,000	$971,941	$275,394	$2,412,334
				Estimated RPZ Mitigation Project Costs	***$2,422,234***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$51,975
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$5,843
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$31,479
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$9,472
				Estimated Major Pavement Project Costs	***$98,769***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	ALP Update			$116,000
2018	Fuel	Design Fuel Farm			$75,000
2018	Hangars	Design T-Hangar Site Prep (10-unit Hangar)			$50,000
2018	Apron	Design Terminal Apron Rehab/Expansion and Stub Taxiway			$200,000
2018	Land Acquisition & Easements	Survey, Design & Land Acquisition Services - Obstruction Removal Phase II			$100,000
2019	Fuel	Fuel Farm - Construction			$500,000
2019	Safety	Obstruction Removal Phase II - Construction			$150,000
2019	Land Acquisition & Easements	Obstruction Removal Phase II - Land Acquisition			$360,000
2019	Hangars	T-Hangar Buildings (10-unit Hangar) - Construction			$500,000
2019	Hangars	T-Hangar Site Prep (10-unit Hangar) - Construction			$500,000
2019	Apron	Terminal Apron Rehab/Expansion and Stub Taxiway Phase I - Construction			$2,100,000
2020	Land Acquisition & Easements	Land Acquisition Services (Survey, Appraisals, Negotiation - 26 Acres +/-)			$40,000
2020	Security	Security Fence - Design			$50,000
2020	Apron	Terminal Apron Rehab/Expansion and Stub Taxiway Phase II - Construction			$2,100,000
2021	Plans & Studies	Exhibit A Property Map Update			$30,000
2021	Land Acquisition & Easements	Land Acquisition (26 Acres +/-)			$900,000
2021	Hangars	Maintenance Hangar Relocation Site Prep - Design			$120,000
2021	Security	Security Fence, Phase I - Construction			$150,000
2022	Land Acquisition & Easements	Land Acquisition Services (Appraisals, Negotiation - Airport Road Relocation)			$62,500
2022	Hangars	Maintenance Hangar Relocation Site Prep - Construction			$800,000
2022	Safety	Runway Safety Area Development (Airport Road Relocation) - Design			$250,000
2022	Security	Security Fence, Phase II - Construction			$150,000
				Estimated CIP Project Costs	***$9,303,500***
				Total Estimated Project Costs	**$11,824,503**

Griffin-Spalding County Airport is currently undergoing a total redevelopment; subsequently, a Report Card was not developed for it.

Henry County Airport Report Card

AIRPORT NAME: Henry County Airport	**CITY:** Hampton, Georgia
COUNTY: Henry County	**AIRPORT CODE:** HMP

Henry County Airport Report Card Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,500 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	87	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location	Hold Position, Location, and Guidance	No	Add RW Hold Position and Guidance Signs	$230,000
Fencing	Partial	Full Perimeter	No	Install 29,500 LF Fencing*	$804,755
Hangared Aircraft Storage	95	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	75	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/ Administration	700 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 800 Sq Ft of Terminal Area*	$1,100,000
General Aviation Auto Parking	87	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 54 Auto Parking Spaces	$350,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$2,484,755***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Henry County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 06	No Action	No Action	No Action	No Action	$0
– RW 24	$6,300	No Action	$145,325	No Action	$151,625
				Estimated RPZ Mitigation Project Costs	***$151,625***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 06/24	Local Preventative (e.g. Crack Sealing or Patching)				$1,875
Apron	Local Preventative (e.g. Crack Sealing or Patching)*				$205,915
				Estimated Major Pavement Project Costs	***$207,790***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Remove Runway 24 Displaced Threshold and RSA Improvements; and Crack Seal and Remark Apron Pavement			$2,164,274
2018	Plans & Studies	DBE Plan Update 3-Year (FY2018-2020)			$10,000
2018	Apron	Design Northeast Terminal Area Apron and Auto Parking			$120,000
2018	Plans & Studies	Design Terminal Area Plan & Exhibit 'A' Property Map Update			$22,815
2018	Taxiways	Design Widening of Parallel and Connecting Taxiway and Electrical Rehabilitation			$80,000
2018	Land Acquisition & Easements	Land Acquisition for Northeast Terminal Apron 5.77 Acres			$1,800,000
2018	Land Acquisition & Easements	Land Acquisition Through-the-Fence Parcels 13.43 Acres			$125,000
2018	Land Acquisition & Easements	Land Acquisition Services for Northeast Terminal Area Apron			$42,635
2018	Plans & Studies	Pipeline Accommodation Survey			$2,000
2018	Plans & Studies	Review Appraisal for Atlanta Motor Speedway			$1,200
2019	Apron	Construct Northeast Terminal Area Apron and Auto Parking			$2,200,000
2019	Taxiways	Construct Widening of Parallel and Connecting Taxiway and Electrical Rehabilitation			$1,200,000
2019	Plans & Studies	Environmental Assessment for Runway 24 Extension (750'X100') Phase II			$125,000
2019	Land Acquisition & Easements	Land Acquisition for Through-the-Fence Parcels (6 Parcels: 13.43 Acres)			$1,145,000
2019	Plans & Studies	Ultimate Runway 24 Extension Justification Study			$120,000
2020	Runways	Design Runway 24 Extension (750'X100') Phase 2			$300,000
2020	Lighting, NAVAIDs & Signage	Design Runway 24 ILS and MALSR			$80,000
2020	Safety	Design Runway 06 Displaced Threshold (600 Ft) and ODALS Installation			$150,000
2020	Land Acquisition & Easements	Land Acquisition Services for Runway 24 Extension (Phase 2) and Runway 06 RPZ (3 Parcels: 19 Acres)			$65,000
2021	Runways	Construct Runway 24 Extension (750'X100') Phase 2			$3,000,000
2021	Lighting, NAVAIDs & Signage	Construct Runway 24 ILS and MALSR			$1,000,000
2021	Safety	Construct Runway 06 Displaced Threshold (600 Ft) and ODALS Installation			$1,200,000
2021	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$11,000
2021	Land Acquisition & Easements	Land Acquisition for Runway 24 Extension (Phase 2) and Runway 06 RPZ (3 Parcels: 19 Acres)			$1,310,000
2021	Land Acquisition & Easements	Land Acquisition Services for Runway 24 - Phase 2 RPZ (53 Acres)			$65,000

* Estimated project cost is derived from Airport's recent 5-year CIP.

Henry County Airport Report Card			
2022	Plans & Studies	Airport Layout Plan Update (Including FAA AGIS Submittal for New Threshold Location)	$120,000
2022	Runways	Construct Ultimate Runway 24 Extension (850'X75')	$2,000,000
2022	Lighting, NAVAIDs & Signage	Design to Relocate Runway 24 ILS And MALSR	$80,000
2022	Land Acquisition & Easements	Land Acquisition for Runway 24 - Phase 2 RPZ (53 Acres)	$2,650,000
		Estimated CIP Project Costs	***$21,188,924***
		Total Estimated Project Costs	**$24,033,094**

Hawkinsville-Pulaski County Airport Report Card

AIRPORT NAME: Hawkinsville-Pulaski County Airport	**CITY:** Hawkinsville, Georgia
COUNTY: Pulaski County	**AIRPORT CODE:** 51A

Hawkinsville-Pulaski County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	3,000 Feet	4,000 Feet	No	Extend Runway 1,000 Feet	$3,000,000
Runway Width	60 Feet	75 Feet	No	Widen Runway 15 Feet	$2,500,000
Taxiway	None	Turnarounds at Each End	No	Add Turnarounds	$800,000
Primary Runway PCI	59	70 or Greater	No	Major Maintenance & Rehabilitation	$500,000
Primary Runway Safety Area	240 Feet x 120 Feet	240 Feet x 120 Feet	Yes	-	-
Runway to Taxiway Separation	None	225 Feet	Yes	Construct Taxiway System to Meet Standards*	-
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension*	-
– Taxiway	None	MITL	No	Install MITL	$100,000
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes		
– VGSI	----/----	PAPIs	No	Install PAPIs on RW 10 and RW 28	$125,000
– Segmented Circle	None	Segmented Circle	No	Install Segmented Circle	$50,000
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 150 LF Fencing for Operations Area	$45,000
Hangared Aircraft Storage	4	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	6	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms	$262,500
General Aviation Auto Parking	15	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas	$300,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$7,742,500***

* Estimated project cost is included in a related project's estimated cost.

Hawkinsville-Pulaski County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	$650,000	$2,000,000	No Action	No Action	$2,650,000
– RW 28	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$2,650,000***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$436,923
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$1,246
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$96,301
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$5,461
				Estimated Major Pavement Project Costs	***$539,931***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
		CIP projects are not available from current GDOT reports.			
				Estimated CIP Project Costs	***$0***
				Total Estimated Project Costs	**$10,932,431**

Hazlehurst Airport Report Card

AIRPORT NAME: Hazlehurst Airport	**CITY:** Hazlehurst, Georgia
COUNTY: Jeff Davis County	**AIRPORT CODE:** AZE

Hazlehurst Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,008 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnaround on one Runway end	Turnarounds at Each End	Yes	Project Underway*	$3,700,000
Primary Runway PCI	77	70 or Greater	Yes	Project Completed in 2016	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Project Underway**	-
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Full Perimeter	Operations Area	Yes	-	-
Hangared Aircraft Storage	20	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	3	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 13 Tie-downs	$2,470,000
General Aviation Terminal/Administration	Approximately 600 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	Yes	-	-
General Aviation Auto Parking	20	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 19 Auto Parking Spaces	$135,000
Fuel	AvGas and Jet A	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	Full Service	Limited Service	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$6,305,000***

* Initial project planning/environmental efforts are underway and estimated project cost is derived from Airport's recent 5-year CIP. CIP project/cost is for a full parallel taxiway.
** Estimated project cost is included in a related project's estimated cost.

Hazlehurst Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 14	No Action	No Action	No Action	No Action	$0
– RW 32	$10,000	$375,000	$15,909	No Action	$400,909
				Estimated RPZ Mitigation Project Costs	***$400,909***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)***				$810,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$10,415
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$6,380
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$75,735
				Estimated Major Pavement Project Costs	***$902,530***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Construct Corporate Hangar Site Preparation			$100,000
2018	Lighting, NAVAIDs & Signage	Construct Runway Lighting Rehabilitation			$250,000
2018	Plans & Studies	DBE Plan Update (FY2018-2020)			$10,000
2018	Hangars	Design Corporate Hangar Site Preparation			$20,570
2019	Hangars	Design T-Hangar Taxiway and 10-Unit T-Hangar Building			$85,000
2020	Hangars	Construct 10-Unit T-Hangar Building			$350,000
2020	Taxiways	Construct T-Hangar Taxiway			$450,000
2020	Plans & Studies	DBE Plan Update (FY2021-2023)			$11,000
2020	Hangars	Design Corporate Hangar Building and Site Preparation			$50,000
2021	Hangars	Construct Corporate Hangar Building			$300,000
2021	Hangars	Construct Corporate Hangar Site Preparation			$100,000
2021	Terminal Buildings	Design New Terminal Building and Site Preparation			$100,000
2021	Safety	Design Obstruction Removal for Runway 32 Approach - Part 77			$25,000
2021	Land Acquisition & Easements	Land Acquisition Services for Runway 32 Approach - Part 77			$30,000
2022	Terminal Buildings	Construct New Terminal Building and Site Preparation			$650,000
2022	Land Acquisition & Easements	Land Acquisition for Runway 32 Approach - Part 77			$220,000
2022	Safety	Obstruction Removal for Runway 32 Approach - Part 77			$150,000
				Estimated CIP Project Costs	***$2,901,570***
				Total Estimated Project Costs	**$10,510,009**

*** Estimated project cost is derived from the Airport's recent 5-year CIP.

Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport Report Card

AIRPORT NAME: Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	**CITY:** Hinesville, Georgia
COUNTY: Liberty County	**AIRPORT CODE:** LHW

Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,500 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet		-	-
Taxiway	Partial Parallel	Full Parallel	No	Add Full Parallel Taxiway	$2,000,000
Primary Runway PCI	95	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	HITL	MITL	Yes	-	-
– Approach Lighting System	None	ALS	No	Install ALS	$1,500,000
Approach Type	LPV	Near-Precision	Yes	-	-
Weather Reporting	None	AWOS or ASOS	No	Install AWOS	$300,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/----	PAPIs	No	Install PAPIs on RW 24	$75,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location	Hold Position, Location, and Guidance	No	Add Guidance Signs	$150,000
Fencing	Partial	Full Perimeter	No	Install 16,920 LF Fencing	$1,000,000
Hangared Aircraft Storage	20	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	20	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	13,825 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	34	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 6 Auto Parking Spaces	$50,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Limited Service	Full Service	No	Offer Additional FBO Services as Needed	No fixed cost needed
Maintenance	None	Full Service	No	Obtain Full Service Maintenance	No fixed cost needed
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$5,075,000***

Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 06L	$15,300	No Action	No Action	No Action	$15,300
– RW 15L	$20,700	No Action	$99,858	No Action	$120,558
– RW 24R	$15,300	No Action	No Action	No Action	$15,300
– RW 33R	$27,000	No Action	No Action	No Action	$27,000
		Estimated RPZ Mitigation Project Costs			***$178,158***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 06L/24R	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$116,222
Runway 06L/24R	Local Preventative (e.g. Crack Sealing or Patching)				$8,474
Runway 15L/33R	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,319,357
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,108,281
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$44,782
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$9,113
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,116,439
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$83,195
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$9,045
		Estimated Major Pavement Project Costs			***$5,814,908***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	Update DBE Plan FY2018-2020			$10,000
2021	Hangars	Design T-Hangar and Taxilane			$25,000
2022	Hangars	Construct T-Hangar and Taxilane, incl. Bidding, Construction Admin & Inspection			$600,000
2022	Plans & Studies	Update DBE Plan FY2021-2023			$10,000
		Estimated CIP Project Costs			***$645,000***
				Total Estimated Project Costs	**$11,713,066**

Homerville Airport Report Card

AIRPORT NAME: Homerville Airport	**CITY:** Homerville, Georgia
COUNTY: Clinch County	**AIRPORT CODE:** HOE

Homerville Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,999 Feet	5,000 Feet	Yes	-	-
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Feet	$3,000,000
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	56	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Install MITL	$470,000
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	None	Hold Position, Location, and Guidance	No	Add RW Hold Position, Location, and Guidance Signs	$180,000
Fencing	Partial	Full Perimeter	No	Add 22,000 LF Fencing	$550,000
Hangared Aircraft Storage	5	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	10	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 1,500 Sq Ft of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	$487,500
General Aviation Auto Parking	12	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel		-	-
FBO	None	Full Service	No	Obtain Full service FBO	No fixed cost needed
Maintenance	None	Available	No	Offer Aircraft Maintenance Services	No fixed cost needed
Rental Cars	None	Available	No	Offer Availability to Rental Cars	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$4,687,500***

Homerville Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 14	No Action	No Action	No Action	No Action	$0
– RW 32	$400,000	$1,000,000	$40,273	No Action	$1,440,273
				Estimated RPZ Mitigation Project Costs	***$1,440,273***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,300,594
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$341,395
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$65,476
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$2,012
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$59
				Estimated Major Pavement Project Costs	***$1,709,536***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Design MIRL and Misc Electrical Improvements			$60,000
2019	Lighting, NAVAIDs & Signage	Construct MIRL and Misc. Electrical System Improvements			$130,000
2021	Taxiways	Construct Parallel Taxiway Relocation			$1,322,950
2022	Apron	Design - Terminal Apron Expansion			$80,000
				Estimated CIP Project Costs	***$1,592,950***
				Total Estimated Project Costs	**$9,430,259**

Pickens County Airport Report Card

AIRPORT NAME: Pickens County Airport	**CITY:** Jasper, Georgia
COUNTY: Pickens County	**AIRPORT CODE:** JZP

Pickens County Airport Report Card Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,000 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	81	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 30,000 LF Fencing*	$430,000
Hangared Aircraft Storage	42	60% of Based Aircraft Fleet	No	Add 2 Hangar Spaces*	$800,000
Apron Parking/Storage	32	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 11 Tie-downs	$2,100,000
General Aviation Terminal/Administration	1,500 Sq Ft w/Restrooms and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add Conference Area*	$2,750,000
General Aviation Auto Parking	58	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 50 Auto Parking Spaces	$320,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$6,400,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Pickens County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 16	$75,000	$14,250,000	$628,679	No Action	$14,953,679
– RW 34	$1,200,000	$1,000,000	$399,755	No Action	$2,599,755
				Estimated RPZ Mitigation Project Costs	***$17,553,434***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$30,263
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction) *				$520,500
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$52,582
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$4,859
				Estimated Major Pavement Project Costs	***$608,204***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	New Rotating Beacon & Tower Relocation			$35,000
2018	Hangars	North Hangar Area Site Prep and Paving Reimbursement			$320,000
2018	Land Acquisition & Easements	Property Acquisition Reimbursement (West Taxiway Area)			$380,598
2019	Plans & Studies	Runway Extension to 5,505' - Environmental Assessment			$166,667
2020	Land Acquisition & Easements	Property Acquisition (West Side)			$1,500,000
2021	Lighting, NAVAIDs & Signage	Airfield Lighting - Design			$75,000
2021	Runways	Runway Extension to 5,505' & Rehabilitation - Design			$370,000
2022	Lighting, NAVAIDs & Signage	Airfield Lighting - Construction			$250,000
2022	Land Acquisition & Easements	Property Acquisition (East Side)			$225,000
2022	Runways	Runway Extension to 5,505' & Rehabilitation - Construction			$3,700,000
				Estimated CIP Project Costs	***$7,022,265***
				Total Estimated Project Costs	**$31,583,903**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Jackson County Airport Report Card

AIRPORT NAME: Jackson County Airport	**CITY:** Jefferson, Georgia
COUNTY: Jackson County	**AIRPORT CODE:** JCA

Jackson County Airport Report Card Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,010 Feet	5,000 Feet	Yes	-	-
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Feet	$3,000,000
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	80	70 or Greater	Yes	-	-
Primary Runway Safety Area	240 Feet x 120 Feet	240 Feet x 120 Feet	Yes	-	-
Runway to Taxiway Separation	225 Feet	225 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location	Hold Position, Location, and Guidance	No	Add RW Hold Position and Guidance Signs	$280,000
Fencing	Partial	Full Perimeter	No	Add 7,000 LF Fencing	$550,000
Hangared Aircraft Storage	54	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	49	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	1,600 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	20	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 76 Auto Parking Spaces	$450,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$4,280,000***

Jackson County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 17	$17,100	No Action	$279,429	No Action	$296,529
– RW 35	$42,300	No Action	$236,569	No Action	$278,869
				Estimated RPZ Mitigation Project Costs	***$575,398***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$630,102
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$17,788
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$669,928
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$44,404
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$10,752
				Estimated Major Pavement Project Costs	***$1,372,974***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Runway Object Free Area Improvements Phase I			$333,333
2018	Utilities & Drainage	Construct Drainage Improvements			$350,000
2018	Safety	Construct Runway Object Free Area Improvements			$1,100,000
2018	Hangars	Design 10 Unit T-Hangar Site Preparation			$60,000
2018	Land Acquisition & Easements	Land Acquisition Services for Runway Object Free Area Improv.			$25,000
2018	Land Acquisition & Easements	Reimburse Land Acquisition Parcels A3, A4, A5, 53.76 Acres			$311,666
2018	Plans & Studies	Update Exhibit A Property Map			$75,000
2019	Hangars	Construct 10 Unit T-Hangar Building			$550,000
2019	Hangars	Construct 10 Unit T-Hangar Site Preparation			$500,000
2019	Taxiways	Design Convert Closed Runway 09/27 to Taxiway, Add MITLs; Relocate East Parallel Taxiway; Rehab MIRLs/REILs			$100,000
2019	Land Acquisition & Easements	Land Acquisition and Construct Road Relocation for Runway Object Free Area Improvements			$1,000,000
2019	Land Acquisition & Easements	Reimbursement 1 of Land Acquisition (Parcels A3, A4, A5 - 3 parcels, 53.76 Acres total)			$88,944
2019	Land Acquisition & Easements	Reimbursement 2 of Land Acquisition (Parcels A3, A4, A5 - 3 parcels, 53.76 Acres total)			$222,222
2019	Plans & Studies	Update Exhibit A Property Map			$1,000
2020	Taxiways	Construct Convert Closed Runway 09/27 to Taxiway, Add MITLs			$1,600,000
2020	Lighting, NAVAIDs & Signage	Construct Rehabilitation of MIRLs & REILs			$225,000
2020	Taxiways	Construct Relocated East Parallel Taxiway			$1,250,000
2020	Apron	Design West Apron Expansion & Pavement Rehabilitation			$100,000
2020	Land Acquisition & Easements	Reimbursement 1 of Land Acquisition (Parcels A3, A4, A5 - 3 parcels, 53.76 Acres total)			$176,444
2020	Land Acquisition & Easements	Reimbursement 2 of Land Acquisition (Parcels A3, A4, A5 - 3 parcels, 53.76 Acres total)			$222,222
2020	Plans & Studies	Update Exhibit A Property Map			$1,000
2021	Apron	Construct West Apron Expansion & Pavement Rehabilitation			$1,512,000
2021	Terminal Buildings	Design & Construct Terminal Building			$500,000
2021	Hangars	Design East Side Hangar Area & Parking Area			$100,000

Jackson County Airport Report Card			
2021	Land Acquisition & Easements	Land Acquisition Appraisals, Negotiation (Potluck Properties, L.P. - 2 parcels, 51.66 Acres total)	$10,000
2021	Land Acquisition & Easements	Reimbursement 1 of Land Acquisition (Parcels A3, A4, A5 - 3 parcels, 53.76 Acres total)	$90,722
2021	Land Acquisition & Easements	Reimbursement 2 of Land Acquisition (Parcels A3, A4, A5 - 3 parcels, 53.76 Acres total)	$222,222
2021	Plans & Studies	Update Exhibit A Property Map	$1,000
2022	Hangars	Construct East Side Hangar Area & Parking Area	$1,200,000
2022	Land Acquisition & Easements	Land Acquisition (Potluck Properties, L.P. - 2 parcels, 51.66 Acres total)	$525,000
2022	Plans & Studies	Update Exhibit A Property Map	$20,000
		Estimated CIP Project Costs	***$12,472,775***
		Total Estimated Project Costs	**$18,701,147**

Jekyll Island Airport Report Card

AIRPORT NAME: Jekyll Island Airport	**CITY:** Jekyll Island, Georgia
COUNTY: Glynn County	**AIRPORT CODE:** 09J

Jekyll Island Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	3,715 Feet	4,000 Feet	No	Extend Runway 285 Feet	$2,000,000
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Full Parallel	Turnarounds at Each End	Yes	Extend Taxiway 285 Feet	$300,000
Primary Runway PCI	86	70 or Greater	Yes	-	-
Primary Runway Safety Area	120 Feet x 120 Feet	240 Feet x 120 Feet	No	Improve RSA*	-
Runway to Taxiway Separation	225 Feet	225 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension*	-
– Taxiway	HITL	MITL	Yes	Add HITL to Taxiway Extension	$80,000
Approach Type	LPV	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Operations Ares	Operations Area	Yes	-	-
Hangared Aircraft Storage	3	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	22	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	800 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	Yes	-	-
General Aviation Auto Parking	15	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas**	$250,000
FBO	Full Service	Limited Service	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$2,630,000***

* Estimated project cost is included in a related project's estimated cost.
** Estimated project cost is derived from Airport's recent 5-year CIP.

Jekyll Island Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 18	No Action	No Action	No Action	No Action	$0
– RW 36	No Action	No Action	No Action	No Action	$0
		Estimated RPZ Mitigation Project Costs			***$0***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 18/36	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)**				$240,000
Runway 18/36	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$61,213
Runway 18/36	Local Preventative (e.g. Crack Sealing or Patching)**				$117,286
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)**				$48,936
Apron	Local Preventative (e.g. Crack Sealing or Patching)**				$21,778
		Estimated Major Pavement Project Costs			***$489,213***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Security	Airfield Crack Seal and Remarking (Reimburse Design); and Install Perimeter Fence and Obstruction Lighting			$233,333
2018	Terminal Buildings	Design Terminal Building Renovation			$50,000
2019	Plans & Studies	DBE Update (FY2018-2020)			$9,000
2020	Terminal Buildings	Construct Terminal Building Renovations			$300,000
2020	Lighting, NAVAIDs & Signage	Design Lighting Rehabilitation			$30,000
2021	Lighting, NAVAIDs & Signage	Construct Lighting Rehabilitation			$150,000
2021	Plans & Studies	DBE Update (FY2021-2023)			$9,000
		Estimated CIP Project Costs			***$781,333***
		Total Estimated Project Costs			**$3,900,546**

** Estimated project cost is derived from Airport's recent 5-year CIP.

Jesup-Wayne County Airport Report Card

AIRPORT NAME: Jesup-Wayne County Airport	**CITY:** Jesup, Georgia
COUNTY: Wayne County	**AIRPORT CODE:** JES

Jesup-Wayne County Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	5,500 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Turnarounds on Both Runway Ends	Full Parallel	No	Add Full Parallel Taxiway*	$4,000,000
Primary Runway PCI	91	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	200 Feet	240 Feet	No	Construct Parallel Taxiway to Meet Standard**	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	HITL	MITL	Yes	Add HIRL to Parallel Taxiway**	-
– Approach Lighting System	None	ALS	No	Install ALS	$1,500,000
Approach Type	LPV	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	None	Hold Position, Location, and Guidance	No	Add RW Hold Position, Location, and Guidance Signs	$235,000
Fencing	Partial	Full Perimeter	No	Install 28,000 LF Fencing	$700,000
Hangared Aircraft Storage	15	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	10	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	5,200 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	24	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 1 Auto Parking Space	$12,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$6,447,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.
** Estimated project cost is included in a related project's estimated cost.

Jesup-Wayne County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 11	$75,000	$2,625,000	$204,243	No Action	$2,904,243
– RW 29	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$2,904,243***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$20,666
				Estimated Major Pavement Project Costs	***$20,666***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2019	Hangars	Design T-Hangars			$104,588
2021	Hangars	Construct T-Hangar (10-Unit)			$683,438
2022	Hangars	Construct T-Hangar (10-Unit)			$683,438
				Estimated CIP Project Costs	***$1,471,464***
				Total Estimated Project Costs	**$10,843,373**

Barwick LaFayette Airport Report Card

AIRPORT NAME: Barwick LaFayette Airport	**CITY:** LaFayette, Georgia
COUNTY: Walker County	**AIRPORT CODE:** 9A5

Barwick LaFayette Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	5,350 Feet	5,000 Feet	Yes	-	-
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Feet	$4,000,000
Taxiway	Partial Parallel	Full Parallel	No	Add Full Parallel Taxiway*	$4,125,000
Primary Runway PCI	82	70 or Greater	Yes	-	-
Primary Runway Safety Area	240 Feet x 80 Feet	240 Feet x 120 Feet	No	Project Underway	-
Runway to Taxiway Separation	225 Feet	225 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	No	Add MITL to Taxiway Extension**	
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location and Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position sign	$100,000
Fencing	Partial	Full Perimeter	No	Add 12,000 LF Fencing	$850,000
Hangared Aircraft Storage	35	60% of Based Aircraft Fleet	No	Add 1 Hangar Space	$125,000
Apron Parking/Storage	16	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 19 Tie-downs	$3,400,000
General Aviation Terminal/Administration	3,700 Sq Ft w/Restroom, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	48	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 40 Auto Parking Spaces	$250,000
Fuel	AvGas	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$12,850,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.

** Estimated project cost is included in a related project's estimated cost.

Barwick LaFayette Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 02	$100,000	$1,000,000	$184,562	$125,093	$1,409,655
– RW 20	$50,000	$2,000,000	$2,557	$98,035	$2,150,591
				Estimated RPZ Mitigation Project Costs	***$3,560,246***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 02/20	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$93,886
Runway 02/20	Local Preventative (e.g. Crack Sealing or Patching)				$50,410
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$187,669
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$28,160
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$1,926
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$475,000
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$43,434
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$6,832
				Estimated Major Pavement Project Costs	***$887,317***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Obstruction Removal Phase III			$250,000
2018	Fuel	Install New Fuel Tank (10,000 Gallon AvGas)			$150,000
2019	Utilities & Drainage	Drainage Improvements			$200,000
2019	Fuel	Install Jet A Fuel Tank (10,000 Gal)			$150,000
2019	Land Acquisition & Easements	Land Acquisition Services/Obstruction Removal - Phase III			$250,000
2020	Auto Parking & Ground Access	Design New Access Road and Hangar Area			$200,000
2020	Land Acquisition & Easements	Land Acquisition/Easement Services for Obstruction Removal - Phase 4			$250,000
2021	Hangars	Construct 10 Unit T-Hangars			$250,000
2021	Auto Parking & Ground Access	Construct New Access Road and Hangar Area - Phase 2			$500,000
2021	Auto Parking & Ground Access	Construct New Access Road/Hangar Area - Phase I			$500,000
2021	Land Acquisition & Easements	Land Acquisition/Easement Services for Obstruction Removal - Phase V			$250,000
2021	Safety	Obstruction Removal - Phase IV			$250,000
2021	Safety	Obstruction Removal - Phase V			$250,000
2022	Hangars	Construct 2 - 10 Unit T-Hangars			$500,000
2022	Land Acquisition & Easements	Land Acquisition/Easement Services for Obstruction Removal - Phase VI			$250,000
				Estimated CIP Project Costs	***$4,200,000***
				Total Estimated Project Costs	**$21,497,563**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

LaGrange-Callaway Airport Report Card

AIRPORT NAME: LaGrange-Callaway Airport	**CITY:** LaGrange, Georgia
COUNTY: Troup County	**AIRPORT CODE:** LGC

LaGrange-Callaway Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,599 Feet	5,500 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	56	70 or Greater	Yes	Project Completed in 2013	
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	No	Install HIRL	$500,000
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	45	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	35	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	5,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	65	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 30 Auto Parking Spaces	$200,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$700,000***

LaGrange-Callaway Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 03	No Action	No Action	No Action	No Action	$0
– RW 13	No action	No Action	No Action	No Action	$0
– RW 21	$2,500,000	$1,000,000	$129,949	No Action	$3,629,949
– RW 31	$10,000	No Action	$173,558	No Action	$183,558
				Estimated RPZ Mitigation Project Costs	***$3,813,507***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$3,313,203
Runway 03/21	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,664,265
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,163,108
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$62,372
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,893,113
				Estimated Major Pavement Project Costs	***$9,096,061***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Runways	Final Land Acquisition and Easement Condemnation Phase II; Runway 13/31 Extension and Rehabilitation, HIRL Installation, MITL Replacement			$6,392,061
2018	Hangars	Construct Corporate Hangar Building			$850,000
2018	Hangars	Design Corporate Hangar Building			$50,000
2018	Hangars	Design Corporate Hangar Taxiway & Building			$75,000
2019	Hangars	Construct Corporate Hangar Building			$500,000
2019	Taxiways	Construct Corporate Hangar Taxiway			$500,000
2019	Fuel	Design Fuel Facility Upgrade			$100,000
2019	Hangars	Design XX-Unit T-Hangar Taxiway and XX-Unit T-Hangar Building			$75,000
2020	Fuel	Construct Fuel Facility Upgrade			$500,000
2020	Hangars	Construct XX-Unit T-Hangar Building			$500,000
2020	Taxiways	Construct XX-Unit T-Hangar Taxiway			$1,200,000
2020	Hangars	Design Corporate Hangar Taxiway and Corporate Hangar Building			$75,000
2021	Hangars	Construct Corporate Hangar Building			$500,000
2021	Taxiways	Construct Corporate Hangar Taxiway			$500,000
2021	Hangars	Design Corporate Hangar Taxiway and Apron; and Access Road			$100,000
2022	Hangars	Construct Corporate Hangar Building			$500,000
2022	Taxiways	Construct Corporate Hangar Taxiway and Apron; and Access Road			$650,000
2022	Hangars	Design Corporate Hangar Taxiway and Corporate Hangar Building			$100,000
				Estimated CIP Project Costs	***$13,167,061***
				Total Estimated Project Costs	**$26,776,629**

Gwinnett County Airport-Briscoe Field Report Card

AIRPORT NAME: Gwinnett County Airport-Briscoe Field	**CITY:** Lawrenceville, Georgia
COUNTY: Gwinnett County	**AIRPORT CODE:** LZU

Gwinnett County Airport-Briscoe Field Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,000 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	73	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	400 Feet	400 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	206	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	227	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	16,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	529	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$0***

Gwinnett County Airport-Briscoe Field Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 07	$3,750,000	$5,000,000	$367,258	No Action	$9,117,258
– RW 25	$6,250,000	$1,000,000	$1,171,212	$586,554	$9,007,766
				Estimated RPZ Mitigation Project Costs	***$18,125,024***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 07/25	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$6,575,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$3,043,939
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$31,154
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$20,320
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$6,666,911
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$300,000
				Estimated Major Pavement Project Costs	***$16,637,324***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Taxiways	Construct Central Basing Area Site Prep and Drainage			$1,200,000
2018	Taxiways	Design Central Basing Area Primary Taxiway			$175,000
2018	Safety	Obstruction Survey - Runway Approaches			$75,000
2018	Plans & Studies	Pavement Weight Bearing Capacity Study of Runway			$25,000
2018	Lighting, NAVAIDs & Signage	Relocation AWOS and Upgrade to ASOS			$365,000
2018	Taxiways	Reimburse Taxiway W Overrun			$89,645
2019	Plans & Studies	Airport Master Plan Update			$300,000
2019	Taxiways	Construct Central Basing Area Core Taxiway & Access Rd			$1,600,000
2019	Lighting, NAVAIDs & Signage	Design Ramp Lighting			$45,000
2020	Fuel	Design Fuel Storage Tank Barriers			$75,000
2020	Plans & Studies	Environmental Assessment - North Central Basing Area & Northwest Basing Area			$275,000
2020	Lighting, NAVAIDs & Signage	Install Ramp Lighting			$75,000
2021	Taxiways	Design - North Central Basing Area Core Taxiway & Access Road			$125,000
2021	Taxiways	Design North Central Basing Area Site Prep			$225,000
2021	Fuel	Install Barriers Around Fuel Storage Tanks			$150,000
2021	Land Acquisition & Easements	Land Acquisition - North Central			$4,500,000
2021	Land Acquisition & Easements	Land Acquisition For Cedars Storm water Handling Area			$3,450,000
2022	Taxiways	Construct North Central Basing Area Core Taxiway & Access Road			$475,000
2022	Taxiways	Construct North Central Basing Area Site Prep			$1,100,000
2022	Land Acquisition & Easements	Northwest Basing Area Land Acquisition			$9,500,000
				Estimated CIP Project Costs	***$23,824,645***
				Total Estimated Project Costs	**$58,586,993**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Louisville Municipal Airport Report Card

AIRPORT NAME: Louisville Municipal Airport	**CITY:** Louisville, Georgia
COUNTY: Jefferson County	**AIRPORT CODE:** 2J3

Louisville Municipal Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	5,002 Feet	5,500 Feet	No	Extend Runway 498 Feet	$3,500,000
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Partial Parallel	Full Parallel	No	Extend Taxiway to Runway 31*	$4,170,000
Primary Runway PCI	82	70 or Greater	Yes	-	-
Primary Runway Safety Area	150 Feet x 150 Feet	300 Feet x 150 Feet	No	Improve RSA	$810,000
Runway to Taxiway Separation	200 Feet	240 Feet	No	Contract Taxiway to Meet Standard**	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	No	Add MITL to Taxiway Extension**	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	LPV	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	15	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	12	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	400 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 2,100 Sq Ft of Terminal Space	$682,500
General Aviation Auto Parking	10	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 17 Auto Parking Spaces	$120,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$9,282,500***

* Estimated project cost is derived from Airport's recent 5-year CIP.

** Estimated project cost is included in a related project's estimated cost.

Louisville Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 13	$1,800	No Action	$188,697	No Action	$190,497
– RW 31	$9,900	No Action	No Action	No Action	$9,900
				Estimated RPZ Mitigation Project Costs	***$200,397***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$110,000
Runway 13/31	Local Preventative (e.g. Crack Sealing or Patching)				$72,755
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$43,214
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$30,990
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$11,929
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$60,329
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$56,502
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$13,254
				Estimated Major Pavement Project Costs	***$398,973***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Construct 10-Unit T-Hangar Building (Slab - Federal)			$356,500
2018	Hangars	Construct T-Hangar Taxilane, Relocate Shade Hangar and Segmented Circle			$843,100
2020	Plans & Studies	Conduct DBE Plan Update for FY2021-2023			$9,500
2021	Apron	Design Corporate Hangar Apron			$35,000
2022	Taxiways	Design T-Hangar Taxilanes			$55,000
				Estimated CIP Project Costs	***$1,299,100***
				Total Estimated Project Costs	**$11,180,970**

Macon Downtown Airport Report Card

AIRPORT NAME: Macon Downtown Airport	**CITY:** Macon, Georgia
COUNTY: Bibb County	**AIRPORT CODE:** MAC

Macon Downtown Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,694 Feet	5,000 Feet	No	Extend Runway 306 Feet*	$1,057,541
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	Extend Taxiway 306 Feet	$900,000
Primary Runway PCI	90	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	200 Feet	240 Feet	No	Improve Runway-Taxiway Separation	$1,700,000
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension**	-
– Taxiway	MITL	MITL	Yes	Add MITL to Taxiway Extension**	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	None	AWOS or ASOS	No	Install AWOS	$300,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Add 6,251 LF Fencing*	$212,000
Hangared Aircraft Storage	20	60% of Based Aircraft Fleet	No	Add 1 Hangar Space	$125,000
Apron Parking/Storage	20	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 1 Tie-down	$300,000
General Aviation Terminal/Administration	2,000 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	60	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Limited Service	Available	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Cars	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$4,594,541***

* Estimated project cost is derived from Airport's recent 5-year CIP.
** Estimated project cost is included in a related project's estimated cost.

Macon Downtown Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	$70,000	No Action	$29,607	No Action	$99,607
– RW 28	$70,000	No Action	$102,325	No Action	$172,325
				Estimated RPZ Mitigation Project Costs	***$271,932***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$2,958,300
Runway 10/28	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$108,097
Runway 10/28	Local Preventative (e.g. Crack Sealing or Patching)				$31,083
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$601,118
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$24,511
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$18,125
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$530,000
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$37,565
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$17,183
				Estimated Major Pavement Project Costs	***$4,325,982***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Land Acquisition for Runway 28 Extension			$150,000
2018	Plans & Studies	Environmental Assessment for Runway Extension			$125,000
2020	Plans & Studies	Conduct Airport Master Plan Study/ALP Update			$150,000
				Estimated CIP Project Costs	***$425,000***
				Total Estimated Project Costs	**$9,617,455**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Middle Georgia Regional Airport Report Card

AIRPORT NAME: Middle Georgia Regional Airport	**CITY:** Macon, Georgia
COUNTY: Bibb County	**AIRPORT CODE:** MCN

Middle Georgia Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,500 Feet	5,500 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	100	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	400 Feet	400 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/VASIs	PAPIs	No	Replace VASI with PAPI on RW 23	$75,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	37	70% of Based Aircraft Fleet	No	Add 38 Hangar Spaces	$15,050,000
Apron Parking/Storage	55	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 2 Tie-downs	$300,000
General Aviation Terminal/Administration	4,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	139	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 22 Auto Parking Spaces	$150,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$15,575,000***

Middle Georgia Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	$240,000	No Action	$327,820	No Action	$567,820
– RW 14	No Action	No Action	No Action	No Action	$0
– RW 23	$25,000	No Action	$480,072	$146,163	$651,235
– RW 32	$20,000	No Action	$672,210	$292,741	$984,951
				Estimated RPZ Mitigation Project Costs	***$2,204,006***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,053,636
Runway 05/23	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$249,903
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,610,307
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$136,012
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$5,580,285
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$6,168
				Estimated Major Pavement Project Costs	***$10,636,311***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Land Acquisition for Runway 05/23 Extension (1,500')			$1,200,000
2018	Runways	Design Runway 05/23 Extension, 1,500' x 150'			$1,750,000
2019	Runways	Runway 05/23 Extension 300' X 150' (Site Prep & Drainage For Extension and Tunnel)			$1,947,368
2020	Runways	Runway 05/23 Extension, 300' x 150' (Tunnel, Base, Paving, & Electrical)			$5,947,368
2021	Runways	Runway 05/23 Extension, 1,500' X 150' (Site Prep, Grading, and Drainage)			$2,000,000
2021	Runways	Runway 05/23 Extension, 1,500' X 150' (Wetland Mitigation)			$1,500,000
2022	Runways	Runway 05/23 Extension, 1,500' X 150' (Paving and Electrical)			$3,000,000
				Estimated CIP Project Costs	***$17,344,736***
				Total Estimated Project Costs	**$45,760,053**

Madison Municipal Airport Report Card

AIRPORT NAME: Madison Municipal Airport	**CITY:** Madison, Georgia
COUNTY: Morgan County	**AIRPORT CODE:** 52A

Madison Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	3,806 Feet	4,000 Feet	No	Extend Runway 194 Feet	$1,000,000
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	None	Turnarounds at Each End	No	Add Turnarounds	$800,000
Primary Runway PCI	56	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	240 Feet x 120 Feet	240 Feet x 120 Feet	Yes	-	
Runway to Taxiway Separation	None	225 Feet	Yes	Construct Taxiway System to Meet Standards*	-
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension*	-
– Taxiway	None	MITL	Yes	Add MITL to Turnarounds	$130,000
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/----	PAPIs	No	Install PAPIs on RW 32	$75,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Full Perimeter	Operations Area	Yes	-	-
Hangared Aircraft Storage	11	60% of Based Aircraft Fleet	No	Add 1 Hangar Space	$125,000
Apron Parking/Storage	12	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	400 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	No	Add 350 Sq Ft of terminal	$122,500
General Aviation Auto Parking	13	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 12 Auto Parking Spaces	$85,000
Fuel	AvGas	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	Limited Service	Limited Service	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$2,337,500***

* Estimated project cost is included in a related project's estimated cost.

Madison Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 14	No Action	No Action	No Action	No Action	$0
– RW 32	$2,700	No Action	$233,391	No Action	$236,091
				Estimated RPZ Mitigation Project Costs	***$236,091***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Local Preventative (e.g. Crack Sealing or Patching)**				$35,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$27,896
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)**				$326,000
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$7,340
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$2,470
				Estimated Major Pavement Project Costs	***$398,706***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Land Acquisition for Airport Expansion Phase 2; and Land Acquisition Phase 1 Reimbursement			$575,862
2018	Plans & Studies	Survey Airport Property Limits			$31,000
2018	Land Acquisition & Easements	Land Acquisition - Appraisals and Review Appraisals Phase 2			$18,600
2019	Safety	Airport Runway 14/32 Obstruction Survey			$56,000
2019	Auto Parking & Ground Access	Design Airport Expansion - Survey, Relocation of Road, & New Access Rd			$80,000
2019	Safety	Obstruction Removal/Lighting			$65,000
2019	Plans & Studies	Update DBE Program			$13,000
2020	Auto Parking & Ground Access	Construction For Airport Expansion - Relocation of Road & New Access Road			$350,000
2020	Lighting, NAVAIDs & Signage	Install AWOS III			$110,333
2021	Lighting, NAVAIDs & Signage	Airfield Lighting LED Replacement			$20,000
2021	Plans & Studies	Topo Survey & Geotech Investigation of Runway Extension Area			$100,000
2022	Runways	Engineering Design for Airport Expansion Phase 3			$220,000
				Estimated CIP Project Costs	***$1,639,795***
				Total Estimated Project Costs	**$4,612,092**

** Estimated project cost is derived from the Airport's recent 5-year CIP.

Telfair-Wheeler Airport Report Card

AIRPORT NAME: Telfair-Wheeler Airport	**CITY:** McRae, Georgia
COUNTY: Telfair County	**AIRPORT CODE:** MQW

Telfair-Wheeler Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	5,000 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnaround on one Runway end	Turnarounds at Each End	No	Add Partial Parallel Taxiway*	$4,785,000
Primary Runway PCI	79	70 or Greater	Yes	Project Completed in 2017	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	Construct Taxiway System to Meet Standards**	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Install MITL**	-
Approach Type	LPV	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 1,800 LF Fencing for Operations Area*	$373,334
Hangared Aircraft Storage	8	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	3	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 3 Tie-downs*	$720,000
General Aviation Terminal/Administration	1,075 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	Yes	-	-
General Aviation Auto Parking	20	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas	$300,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$6,178,334***

* Project and estimated project cost is derived from Airport's recent 5-year CIP; may exceed objective.
** Estimated project cost is included in a related project's estimated cost.

Telfair-Wheeler Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 03	$4,500	No Action	$232,446	No Action	$236,946
– RW 21	$900	No Action	No Action	No Action	$900
				Estimated RPZ Mitigation Project Costs	***$237,846***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 03/21	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$633,146
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$4,635
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$8,656
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$4,154
				Estimated Major Pavement Project Costs	***$650,591***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Construct Airfield Lighting Rehabilitation			$440,000
2018	Safety	Construct Obstruction Clearing, Phase II			$250,000
2018	Plans & Studies	Prepare Exhibit A Update			$75,000
2018	Plans & Studies	Design Terminal Area Plan			$40,000
2019	Hangars	Design T-Hangar Site Preparation			$75,000
2020	Hangars	Construct T-Hangar Site Preparation			$160,000
2021	Hangars	Construct T-Hangar Building (8-unit)			$350,000
2022	Plans & Studies	Design ALP Update			$100,000
				Estimated CIP Project Costs	***$1,490,000***
				Total Estimated Project Costs	**$8,556,771**

Metter Municipal Airport Report Card

AIRPORT NAME: Metter Municipal Airport	**CITY:** Metter, Georgia
COUNTY: Candler County	**AIRPORT CODE:** MHP

Metter Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,001 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnarounds at each end	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	83	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Full Perimeter	Operations Area	Yes	-	-
Hangared Aircraft Storage	24	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	13	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	648 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	No	Add 102 Sq Ft of Terminal Space	$35,700
General Aviation Auto Parking	20	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 6 Auto Parking Spaces	$50,000
Fuel	AvGas	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	Full Service	Limited Service	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$85,700***

Metter Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	$2,700	No action	$99,429	No Action	$102,129
– RW 28	$9,000	No Action	$269,605	No Action	$278,605
				Estimated RPZ Mitigation Project Costs	***$380,734***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$85,070
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$15,437
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$3,038
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$10,001
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$6,154
				Estimated Major Pavement Project Costs	***$119,700***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Install Automated Weather Observation System (AWOS)			$130,000
2018	Fuel	Reimburse Jet A Fuel Facility			$250,000
2018	Plans & Studies	Update DBE Plan for FY2018-2020			$10,000
2019	Land Acquisition & Easements	Land Acquisition Runway 28 RPZ			$150,000
2019	Land Acquisition & Easements	Land Acquisition in Fee Simple (Approx. 9.5 Ac.) for Runway 28 Partial Parallel Taxiway (includes Phase I ESA)			$82,000
2020	Taxiways	Design Partial Parallel Taxiway and Fence Relocation			$70,000
2021	Plans & Studies	Airport Layout Plan Update			$90,000
2021	Taxiways	Construct Partial Parallel Taxiway (Runway 28 with Turnaround) and Fence Relocation			$500,000
2022	Hangars	Construct 1 Corporate Hangar (60'X80')			$200,000
2022	Land Acquisition & Easements	Land Acquisition for Partial Parallel Taxiway Runway 10			$100,000
				Estimated CIP Project Costs	***$1,582,000***
				Total Estimated Project Costs	**$2,168,134**

Baldwin County Airport Report Card

AIRPORT NAME: Baldwin County Airport	**CITY:** Milledgeville, Georgia
COUNTY: Baldwin County	**AIRPORT CODE:** MLJ

Baldwin County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,509 Feet	5,500 Feet	Yes	-	-
Runway Width [1]	99 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	72	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	220 Feet	240 Feet	No	Construct Taxiway system to meet standards	$2,700,000
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSF	ALS	Yes	-	-
Approach Type	LPV	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	None	Segmented Circle	No	Add Segmented Circle	$50,000
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	None	Hold Position, Location, and Guidance	No	Add RW Hold Position, Location, and guidance signs	$300,000
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangered Aircraft Storage	15	70% of Based Aircraft Fleet	No	Add 4 Hangar Spaces*	$750,000
Apron Parking/Storage	16	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	2,500 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	20	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 20 Auto Parking Spaces	$150,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Limited Service	Full Service	No	Obtain Full Service Maintenance	No fixed cost needed
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$3,950,000***

[1] Although the Airport does not meet the Runway Width objective, the deficiency is minimal and a project is not recommended to meet objectives.

* Estimated project cost is derived from Airport's recent 5-year CIP.

Baldwin County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	No Action	$125,000	No Action	No Action	$125,000
– RW 28	$900	No Action	$130,669	No Action	$131,569
				Estimated RPZ Mitigation Project Costs	***$256,569***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$963,049
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$33,695
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$36,250
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$30,936
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$10,672
				Estimated Major Pavement Project Costs	***$1,074,602***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	AWOS Siting and Analysis			$105,000
2020	Land Acquisition & Easements	Avigation Easements			$300,000
2020	Safety	Tree Clearing - Phase II			$375,000
2021	Plans & Studies	Environmental Assessment - Parallel Taxiway Relocation			$45,000
2022	Taxiways	Parallel Taxiway Relocation, Runway & Apron Rehab - Design/Bid			$95,000
				Estimated CIP Project Costs	***$920,000***
				Total Estimated Project Costs	**$6,201,171**

Millen Airport Report Card

AIRPORT NAME: Millen Airport	**CITY:** Millen, Georgia
COUNTY: Jenkins County	**AIRPORT CODE:** 2J5

Millen Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,001 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnarounds at each end	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	100	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 3,930 LF Fencing*	$250,000
Hangared Aircraft Storage	8	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	9	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	300 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	No	Add 450 Sq Ft of Terminal Space	$157,500
General Aviation Auto Parking	6	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 1 Auto Parking Space	$12,000
Fuel	AvGas and Jet A	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$419,500***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Millen Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 17	$8,100	No Action	$35,908	No Action	$44,008
– RW 35	$9,900	No Action	$113,920	No Action	$123,820
				Estimated RPZ Mitigation Project Costs	***$167,828***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 17/35	Global Preventative (e.g. Surface Treatment to Entire Pavement)*				$150,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$10,451
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$694
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$14,729
				Estimated Major Pavement Project Costs	***$175,874***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Reimbursement for T-Hangar Building Phase II			$78,565
2019	Plans & Studies	DBE Plan Update 3-Year (FY2018-2020)			$10,000
2019	Hangars	Design 4-Unit Box Hangar			$20,000
2019	Taxiways	Design Parallel Taxiway			$80,000
2019	Hangars	Design T-Hangar Taxiway & Slab for 4-Unit Box Hangar			$48,000
2020	Hangars	Construct 4-Unit Box Hangar			$360,000
2020	Taxiways	Construct Parallel Taxiway			$1,000,000
2020	Taxiways	Construct T-Hangar Taxiway and Slab for 4-Unit Box Hangar			$240,000
2021	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$10,000
2022	Plans & Studies	Airport Layout Plan Update			$90,000
				Estimated CIP Project Costs	***$1,936,565***
				Total Estimated Project Costs	**$2,699,767**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Monroe-Walton County Airport Report Card

AIRPORT NAME: Monroe-Walton County Airport	**CITY:** Monroe, Georgia
COUNTY: Walton County	**AIRPORT CODE:** D73

Monroe-Walton County Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	5,000 Feet	5,000 Feet	Yes	-	-
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Feet	$3,500,000
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	88	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Install MITL	$470,000
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position and Location Signs	$160,000
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	26	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	32	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	268 Sq Ft w/Restrooms and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 1,212 Sq Ft of Terminal Space and Conference Area*	$850,000
General Aviation Auto Parking	40	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 21 Auto Parking Spaces	$150,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Cars	No fixed cost necessary
				Estimated SASP Facility/Service Project Cost	***$5,130,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Monroe-Walton County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 03	$20,000	$2,125,000	$279,091	No Action	$2,424,091
– RW 21	$900	No Action	No Action	No Action	$900
				Estimated RPZ Mitigation Project Costs	***$2,424,991***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 03/21	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$760,000
Runway 03/21	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$83,860
Runway 03/21	Local Preventative (e.g. Crack Sealing or Patching)				$16,045
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$48,269
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$49,317
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$236
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,095,078
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$14,262
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$2,657
				Estimated Major Pavement Project Costs	***$2,069,724***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Apron	Design New Terminal Area East Side			$150,000
2018	Hangars	Design and Construct 1-8 Unit T-Hangar and Taxilanes			$375,000
2018	Safety	Design and Construct Part 77 Obstruction Removal			$80,000
2019	Apron	Construct New Terminal Area			$900,000
2020	Hangars	Construct 2 Corporate Hangars			$640,000
2020	Fuel	Short EA/Jet A Fuel Tank			$120,000
2022	Hangars	Construct 2 Corporate Hangars			$680,000
				Estimated CIP Project Costs	***$2,945,000***
				Total Estimated Project Costs	**$12,569,715**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Dr. C.P. Savage, Sr. Airport Report Card

AIRPORT NAME: Dr. C.P. Savage, Sr. Airport	**CITY:** Montezuma, Georgia
COUNTY: Macon County	**AIRPORT CODE:** 53A

Dr. C.P. Savage, Sr. Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	4,220 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnaround on one Runway end	Turnarounds at Each End	No	Add Full Parallel Taxiway*	$6,000,000
Primary Runway PCI	81	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	Construct Taxiway System to Meet Standards**	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	No	Add MITL to Taxiway**	-
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 2,850 LF Fencing for Operations Area***	$340,000
Hangared Aircraft Storage	9	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	0	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 5 Tie-downs	$1,000,000
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms	$262,500
General Aviation Auto Parking	4	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 8 Auto Parking Spaces	$65,000
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas***	$335,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$8,002,500***

* Project and estimated cost were derived from Airport's recent 5-year CIP and will exceed objective.
** Estimated project cost is included in a related project's estimated cost.
*** Project and estimated project cost were derived from Airport's recent 5-year CIP.

Dr. C.P. Savage, Sr. Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 18	No Action	No Action	No Action	No Action	$0
– RW 36	$3,600	No Action	$307,024	No Action	$310,624
				Estimated RPZ Mitigation Project Costs	***$310,624***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$93,035
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$4,156
				Estimated Major Pavement Project Costs	***$97,191***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Obstruction Removal Phase I			$194,444
2018	Hangars	Design 8 Unit T-Hangar and Demo Existing Hangars			$50,000
2019	Hangars	Construct 8 Unit T-Hangar and Demolish Existing Hangars West Side			$375,000
2019	Apron	Construct Apron Expansion Associated with T-Hangar Development			$550,000
2020	Safety	Perform 18B Survey			$80,000
2021	Runways	Construct Runway 18 Extension - Phase 1			$1,750,000
2021	Hangars	Design of T-Hangar Development Area			$65,000
2022	Runways	Construct Runway 18 Extension - Phase 2			$2,250,000
2022	Lighting, NAVAIDs & Signage	Install New Rotating Beacon			$75,000
2022	Lighting, NAVAIDs & Signage	Install AWOS			$90,000
				Estimated CIP Project Costs	***$5,479,444***
				Total Estimated Project Costs	**$13,889,759**

Moultrie Municipal Airport Report Card

AIRPORT NAME: Moultrie Municipal Airport	**CITY:** Moultrie, Georgia
COUNTY: Colquitt County	**AIRPORT CODE:** MGR

Moultrie Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,129 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Partial Parallel	Full Parallel	No	Add Full Parallel Taxiway	$3,700,000
Primary Runway PCI	53	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	200 Feet x 150 Feet	300 Feet x 150 Feet	No	Improve RSA	$650,000
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	No	Add MITL to Taxiway Extension	$250,000
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position and Guidance	Hold Position, Location, and Guidance	No	Add RW Location Signs	$120,000
Fencing	Partial	Full Perimeter	No	Add 17,500 LF Fencing	$1,000,000
Hangared Aircraft Storage	37	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	10	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 11 Tie-downs	$2,100,000
General Aviation Terminal/Administration	4,000 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	45	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 6 Auto Parking Spaces	$50,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$7,870,000***

Moultrie Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 04	No Action	No Action	No Action	No Action	$0
– RW 16	No Action	No Action	No Action	No Action	$0
– RW 22	No Action	No Action	No Action	No Action	$0
– RW 34	$12,600	No Action	No Action	No Action	$12,600
				Estimated RPZ Mitigation Project Costs	***$12,600***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 04/22	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$750,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$556,605
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$9,785
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$212
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,055,775
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$23,859
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$7,338
				Estimated Major Pavement Project Costs	***$2,403,574***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Utilities & Drainage	Storm Drain Repair and Replacement Phase 1			$95,000
2018	Plans & Studies	Prepare Exhibit A Update			$20,000
2018	Safety	Conduct AGIS Survey for Runway Extension			$65,000
2018	Plans & Studies	Reimburse DBE & SBE Update for FY2015, FY2016, FY2017			$9,000
2018	Runways	Design Runway 22 Extension & Security Fencing			$150,000
2018	Safety	Design Runway 04 Safety Area Improvements			$25,000
2018	Lighting, NAVAIDs & Signage	Install Taxiway Centerline Reflectors			$8,000
2018	Land Acquisition & Easements	Property Acquisition of 1.2-2.4 acre for RSA			$10,000
2018	Hangars	Refurbish Corporate Hangars			$25,000
2018	Other Bldgs	Remodel FBO Building			$40,000
2018	Hangars	Renovate Existing T-Hangars			$25,000
2019	Safety	Conduct Airport GIS Coordination for Runway Extension			$15,000
2019	Runways	Construct 771' Runway 22 Extension to 6,000' Phase I Grading and Drainage + CA/CI Services			$800,000
2019	Utilities & Drainage	Design Airfield Drainage & Concrete Apron Rehabilitation			$90,000
2019	Lighting, NAVAIDs & Signage	Design Airfield Lighting and Signage Rehabilitation - Runway 04/22 MIRL and Parallel Taxiway MITL			$65,000
2019	Terminal Buildings	Design New Terminal Building			$65,000
2020	Runways	Construct 771' Runway 22 Extension to 6,000' Phase II Paving, Fencing, and Lighting + CA/CI Services			$770,000
2020	Utilities & Drainage	Construct Airfield Drainage Rehabilitation + CA /CI Services			$650,000
2020	Lighting, NAVAIDs & Signage	Construct Airfield Lighting and Signage Rehabilitation - Runway 04/22 MIRL and Parallel Taxiway MITL + CA/CI Services			$450,000
2020	Terminal Buildings	Construct New Terminal Building + CA/CI Services			$900,000
2020	Plans & Studies	DBE & SBE Update (FY2018, FY2019, FY2020)			$9,000

* Estimated project cost is derived from Airport's recent 5-year CIP.

Moultrie Municipal Airport Report Card			
2020	Lighting, NAVAIDs & Signage	Design and Construct Localizer + CA/CI Services	$275,000
2021	Land Acquisition & Easements	Acquire 2 Acres on South Side of Airport for Future Access Road, including Acquisition Services	$20,000
2021	Taxiways	Design 15-Unit T-Hangar Taxilane	$30,000
2021	Runways	Design Grass/Water Landing Strip, 2,100'x75' + Connecting Taxiway	$40,000
2021	Hangars	Hangar Maintenance	$25,000
2022	Hangars	Construct 15-Bay T-hangar Building + CA/CI Services	$675,000
2022	Taxiways	Construct 15-Bay T-hangar Taxilane + CA/CI Services	$455,000
2022	Runways	Construct Grass/Water Landing Strip, 2,100'x75', Connecting Taxiway + CA/CI Services	$150,000
		Estimated CIP Project Costs	***$5,956,000***
		Total Estimated Project Costs	**$16,242,174**

Spence Airport Report Card

AIRPORT NAME: Spence Airport	**CITY:** Moultrie, Georgia
COUNTY: Colquitt County	**AIRPORT CODE:** MUL

Spence Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,500 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Partial Parallel	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	42	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	240 Feet x 120 Feet	240 Feet x 120 Feet	Yes	-	
Runway to Taxiway Separation	225 Feet	225 Feet	Yes	-	-
Lighting System					
– Runway	None	MIRL	No	Install MIRL	$400,000
– Taxiway	None	MITL	No	Install MITL	$350,000
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	None	Rotating Beacon	No	Install Rotating Beacon	$85,000
– VGSI	----/----	PAPIs	No	Install PAPIs on RW 14 and RW 32	$125,000
– Segmented Circle	None	Segmented Circle	No	Install Segmented Circle	$50,000
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Full Perimeter	Operations Area	Yes	-	-
Hangared Aircraft Storage	0	60% of Based Aircraft Fleet	No	Add 2 Hangar Spaces	$250,000
Apron Parking/Storage	50	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms	$262,500
General Aviation Auto Parking	0	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 4 Auto Parking Spaces	$40,000
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas	$300,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$1,922,500***

Spence Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 14	No Action	No Action	No Action	No Action	$0
– RW 32	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$0***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$198,199
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$9,750
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$3,458,353
				Estimated Major Pavement Project Costs	***$3,666,302***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Utilities & Drainage	Storm Drain Repair and Replacement Phase 1			$95,000
2019	Utilities & Drainage	Storm Drain Repair & Replacement - Phase 2			$96,000
2020	Utilities & Drainage	Storm Drain Repair & Replacement - Phase 3			$96,000
2021	Utilities & Drainage	Storm Drain Repair & Replacement - Phase 4			$96,000
2022	Utilities & Drainage	Storm Drain Repair & Replacement - Phase 5			$95,000
				Estimated CIP Project Costs	***$478,000***
				Total Estimated Project Costs	**$6,066,802**

Brantley County Airport Report Card

AIRPORT NAME: Brantley County Airport	**CITY:** Nahunta, Georgia
COUNTY: Brantley County	**AIRPORT CODE:** 4J1

Brantley County Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	4,000 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnaround on one Runway end	Turnarounds at Each End	No	Add Partial Parallel Taxiway*	$1,045,000
Primary Runway PCI	100	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	Construct Taxiway System to Meet Standards**	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Install MITL	$400,000
Approach Type	LPV	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Full Perimeter	Operations Area	Yes	-	-
Hangared Aircraft Storage	0	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	3	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms*	$565,000
General Aviation Auto Parking	12	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas and Jet A*	$400,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$2,410,000***

* Project and estimated project cost is derived from Airport's recent 5-year CIP; may exceed objective.
** Estimated project cost is included in a related project's estimated cost.

Brantley County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 01	No Action	No Action	$142,330	No Action	$142,330
– RW 19	$6,300	No Action	$325,532	No Action	$331,832
				Estimated RPZ Mitigation Project Costs	***$474,162***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 01/19	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$70,019
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$11,875
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$5,864
				Estimated Major Pavement Project Costs	***$87,758***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	DBE Plan Update for FY2018-2020			$10,000
2018	Lighting, NAVAIDs & Signage	Site Preparation and AWOS III PT Installation			$225,000
2018	Plans & Studies	Terminal Area Plan Update (Reimbursement - 2011)			$8,000
2019	Apron	Design Apron Expansion (15,000 SF) for Construction of Maintenance Hangar/FBO (60'X60')			$91,000
2019	Safety	Obstruction Survey, Analysis and Design for Runway 19 Approach			$20,000
2020	Plans & Studies	Airport Layout Plan Update, Including AGIS			$115,000
2020	Land Acquisition & Easements	Avigation Easement Acquisition (5 Parcels) for Runway 19 RPZ Obstruction Clearing (Phase I)			$75,000
2020	Apron	Construct Apron Expansion (15,000 SF) and Maintenance Hangar/FBO (60'X60')			$900,000
2020	Hangars	Construct Maintenance Hangar Building/FBO (60'X60')			$132,000
2020	Hangars	Design Box Hangar (100'X120'), T-Hangar Taxiway and Access Road Extension (300'X20')			$110,000
2021	Land Acquisition & Easements	Avigation Easement Acquisition (5 Parcels) for Runway 19 RPZ Obstruction Clearing (Phase I)			$75,000
2021	Land Acquisition & Easements	Avigation Easement Acquisition Services (9 Parcels) for Runway 19 RPZ Obstruction Clearing (Phase II)			$110,000
2021	Hangars	Construct Box Hangar (100'X120')			$200,000
2021	Taxiways	Construct T-Hangar Taxiway and Access Road Extension (300'X20')			$520,000
2021	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$11,000
2021	Land Acquisition & Easements	Land Acquisition (X Parcels: XX AC.) for Runway 01 Extension (1,000'X75')			$50,000
2021	Safety	Runway 19 RPZ Obstruction Clearing - Phase I			$32,000
2022	Land Acquisition & Easements	Avigation Easement Acquisition (9 Parcels) for Runway 9 RPZ Obstruction Clearing (Phase II)			$60,000
2022	Runways	Design 1,000' Runway and Parallel Taxiway Extension, Including Perimeter Fencing (1,500 LF), 8' High Chain Link			$210,000
2022	Safety	Runway 19 RPZ Obstruction Clearing - Phase II			$35,000
				Estimated CIP Project Costs	***$2,989,000***
				Total Estimated Project Costs	**$5,960,920**

Berrien County Airport Report Card

AIRPORT NAME: Berrien County Airport	**CITY:** Nashville, Georgia
COUNTY: Berrien County	**AIRPORT CODE:** 4J2

Berrien County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,002 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnarounds at each end	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	73	70 or Greater	Yes	Project Completed in 2014	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 9,750 LF Fencing*	$318,000
Hangared Aircraft Storage	7	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	11	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms*	$620,000
General Aviation Auto Parking	5	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 7 Auto Parking Spaces	$56,000
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas	$300,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$1,294,000***

* Project and estimated project cost is derived from Airport's recent 5-year CIP; may exceed objective.

Berrien County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	$1,800	No Action	$104,539	No Action	$106,339
– RW 28	$900	No Action	No Action	No Action	$900
				Estimated RPZ Mitigation Project Costs	***$107,239***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$618,361
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$98,763
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$1,574
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$571
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$10,131
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$3,006
				Estimated Major Pavement Project Costs	***$732,406***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Obstruction Removal Phase III			$166,667
2018	Other/Misc.	Environmental Permitting & Mitigation for Terminal Area			$50,000
2019	Safety	Remove Obstructions - TERPS 20:1 Phase 3			$69,000
2020	Other/Misc.	Mitigation Credits For Expansion of Terminal Apron and Terminal Building			$134,000
2020	Plans & Studies	Update DBE Plan			$15,000
2021	Apron	Design Expand Terminal Area Apron - Phase I			$130,000
2021	Safety	Remove Obstructions - Part 77 34:1 Phase 1			$190,000
2022	Apron	Expand Terminal Area Apron - Phase I			$400,000
2022	Safety	Remove Obstructions - Part 77 34:1 Phase 2			$210,000
				Estimated CIP Project Costs	***$1,364,667***
				Total Estimated Project Costs	**$3,498,312**

Perry-Houston County Airport Report Card

AIRPORT NAME: Perry-Houston County Airport	**CITY:** Perry, Georgia
COUNTY: Houston County	**AIRPORT CODE:** PXE

Perry-Houston County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,002 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	70	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	Precision (ILS)	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position and Location	Hold Position, Location, and Guidance	No	Add RW Guidance Signs	$100,000
Fencing	Partial	Full Perimeter	No	Add 19,056 LF Fencing	$1,000,000
Hangared Aircraft Storage	82	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	32	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 28 Tie-downs	$4,900,000
General Aviation Terminal/Administration	2,367 Sq Ft w/Restrooms, Conference Area and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	56	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 93 Auto Parking Spaces	$575,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$6,575,000***

Perry-Houston County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 18	No Action	No Action	No Action	No Action	$0
– RW 36	$6,300	No Action	$550,565	No Action	$556,865
				Estimated RPZ Mitigation Project Costs	***$556,865***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 18/36	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$1,400,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$84,885
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$77,866
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$5,625
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$686,983
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$7,627
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$5,028
				Estimated Major Pavement Project Costs	***$2,268,014***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	AWOS Replacement			$121,499
2018	Hangars	Site Prep and Paving for Box Hangar			$503,000
2018	Hangars	Construction of T-Hangar Building Site Prep and Paving			$450,000
2018	Land Acquisition & Easements	Land Acquisition Reimbursement for 9.4 Acres			$131,487
2019	Plans & Studies	Environmental Assessment for Runway Extension			$120,000
2019	Plans & Studies	Runway Extension Justification Report			$30,000
2020	Land Acquisition & Easements	Land Acquisition for Runway Extension			$258,750
2021	Runways	Runway Extension, 1,000' X 100', (Design Only); Rehabilitation of Runway (Design Only)			$300,000
2022	Runways	Runway Extension, 1,000' X 100', (Construction)			$3,250,000
				Estimated CIP Project Costs	***$5,164,736***
				Total Estimated Project Costs	**$14,564,615**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Harris County Airport Report Card

AIRPORT NAME: Harris County Airport	**CITY:** Pine Mountain, Georgia
COUNTY: Harris County	**AIRPORT CODE:** PIM

Harris County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,002 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	93	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	HITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	VASIs/----	PAPIs	No	Install PAPI on RW 09 and RW 27	$125,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location and Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$90,000
Fencing	Partial	Full Perimeter	No	Add 21,000 LF Fencing*	$436,651
Hangared Aircraft Storage	39	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	69	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	1,268 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 232 Sq Ft of Terminal Space*	$2,500,000
General Aviation Auto Parking	50	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$3,151,651***

* Estimated project cost is derived from Airport's recent 5-year CIP; CIP project/cost may exceed objective.

Harris County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 09	No Action	No Action	No Action	No Action	$0
– RW 27	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$0***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 09/27	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$110,916
Runway 09/27	Local Preventative (e.g. Crack Sealing or Patching)				$21,127
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$969,716
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)*				$45,000
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$28,402
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$8,235
				Estimated Major Pavement Project Costs	***$1,183,396***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	Conduct Environmental Assessment for Runway Extension			$105,000
2018	Apron	Construct Apron Expansion			$725,000
2018	Taxiways	T-Hangar Taxilanes Reimbursement			$100,000
2019	Safety	Conduct Aeronautical Survey + AGIS			$55,000
2019	Runways	Design Runway/Taxiway Extension + Runway Rehabilitation + Runway Lighting			$265,000
2020	Runways	Construct Runway/Taxiway Extension + Runway Rehabilitation Phase I			$1,100,000
2020	Taxiways	Federal Funds Reimbursement for Hangar Taxilanes (Estimated)			$427,250
2021	Runways	Construct Runway Extension + Runway Rehabilitation Phase II + Lighting			$1,950,000
2022	Land Acquisition & Easements	Acquire Property - Northwest Quadrant			$152,000
2022	Hangars	Construct Hangar			$400,000
2022	Apron	Design Terminal Apron Expansion + Strengthening			$85,000
				Estimated CIP Project Costs	***$5,364,250***
				Total Estimated Project Costs	**$9,699,297**

* Estimated project cost is derived from Airport's recent 5-year CIP; CIP project/cost may exceed objective.

Quitman Brooks County Airport Report Card

AIRPORT NAME: Quitman Brooks County Airport	**CITY:** Quitman, Georgia
COUNTY: Brooks County	**AIRPORT CODE:** 4J5

Quitman Brooks County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,000 Feet	4,000 Feet	Yes	-	-
Runway Width	76 Feet	75 Feet	Yes	-	-
Taxiway	Partial Parallel	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	92	70 or Greater	Yes	-	-
Primary Runway Safety Area	100 Feet x 60 Feet	240 Feet x 120 Feet	No	Improve RSA*	$450,000
Runway to Taxiway Separation	170 Feet	240 Feet	No	Construct Taxiway System to Meet Standards*	$850,000
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	Reflectors	MITL	No	Install MITL	$450,000
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	None	Rotating Beacon	No	Install Rotating Beacon*	$85,000
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 3,425 LF Fencing*	$135,000
Hangared Aircraft Storage	6	60% of Based Aircraft Fleet	No	Add 8 Hangar Spaces*	$300,000
Apron Parking/Storage	5	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 7 Tie-downs	$1,300,000
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms	$262,500
General Aviation Auto Parking	15	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 14 Auto Parking Spaces	$100,000
Fuel	AvGas and Jet A	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$3,932,500***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Quitman Brooks County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	No Action	No Action	No Action	No Action	$0
– RW 28	$1,800	No Action	$121,807	No Action	$123,607
				Estimated RPZ Mitigation Project Costs	***$123,607***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$83,562
Runway 10/28	Local Preventative (e.g. Crack Sealing or Patching)				$13,454
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$168,442
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$29,920
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$135,699
				Estimated Major Pavement Project Costs	***$431,077***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2019	Fuel	Construct 8,000-Gallon Fuel Facility, Including Design Reimbursement			$175,000
2020	Plans & Studies	Conduct DBE & SBE Update (FY2018, FY2019, FY2020)			$9,000
2020	Hangars	Construct 4-Bay T-Hangar Including Design + CA/CI Services			$125,000
2020	Plans & Studies	DBE Update (FY2019, FY2020, FY2021)			$9,000
2020	Taxiways	Design Corporate Hangar Taxilane			$35,000
2021	Taxiways	Construct Corporate Hangar Taxilane + CA/CI Services			$160,000
2022	Land Acquisition & Easements	Conduct Property Acquisition Services for RPZ Prior to Runway 28 and Through-the-Fence			$85,000
				Estimated CIP Project Costs	***$598,000***
				Total Estimated Project Costs	**$5,085,184**

Swinton Smith Field at Reidsville Municipal Airport Report Card

AIRPORT NAME: Swinton Smith Field at Reidsville Municipal Airport	**CITY:** Reidsville, Georgia
COUNTY: Tattnall County	**AIRPORT CODE:** RVJ

Swinton Smith Field At Reidsville Municipal Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,000 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Full Parallel	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	74	70 or Greater	Yes	Project Completed in 2015	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Full Perimeter	Operations Area	Yes	-	-
Hangared Aircraft Storage	9	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	4	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 2 Tie-downs	$600,000
General Aviation Terminal/Administration	1,800 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	Yes	-	-
General Aviation Auto Parking	10	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 5 Auto Parking Spaces	$50,000
Fuel	AvGas and Jet A	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	Full Service	Limited Service	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$650,000***

Swinton Smith Field At Reidsville Municipal Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 11	No Action	No Action	No Action	No Action	$0
– RW 29	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$0***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 11/29	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$800,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$55,777
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$4,139
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$8,470
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$7,416
				Estimated Major Pavement Project Costs	***$875,802***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Install AWOS III			$121,499
2018	Plans & Studies	Airport Layout Plan Update			$90,000
2018	Plans & Studies	DBE Plan Update for FY2018 – 2020			$10,000
2018	Safety	Design & Construct Clearing of Airport Property			$280,000
2018	Fuel	Fuel Station Shelter			$12,000
2019	Hangars	Design T-Hangar Building			$25,000
2019	Taxiways	Design T-Hangar Taxiway Slab			$130,000
2020	Lighting, NAVAIDs & Signage	Design Runway Lighting Improvements, including REILS, Split Lens			$30,000
2020	Hangars	T-Hangar Building - Bidding, Construction and Construction Admin/Inspection			$340,000
2020	Taxiways	T-Hangar Taxiway Slab - Bidding, Construction and Construction Admin/Inspection			$400,000
2021	Lighting, NAVAIDs & Signage	Design MALSR Runway 11 and 29			$60,000
2021	Lighting, NAVAIDs & Signage	Runway Lighting Improvements, including REILS, Split Lens			$140,000
2022	Lighting, NAVAIDs & Signage	Construct MALSR Runway 11 and 29			$350,000
2022	Hangars	Maintenance Hangar (120'x100')			$600,000
				Estimated CIP Project Costs	***$2,588,499***
				Total Estimated Project Costs	**$4,114,301**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Richard B. Russell Regional Airport - J.H. Towers Field Report Card

AIRPORT NAME: Richard B. Russell Regional Airport - J.H. Towers Field	**CITY:** Rome, Georgia
COUNTY: Floyd County	**AIRPORT CODE:** RMG

Richard B. Russell Regional Airport - J.H. Towers Field Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,006 Feet	5,500 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	82	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 15,000 LF Fencing	$900,000
Hangared Aircraft Storage	105	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	69	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	3,500 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	227	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$900,000***

Richard B. Russell Regional Airport - J.H. Towers Field Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 01	$15,000	No Action	$709,843	No Action	$724,843
– RW 07	$5,000	No Action	No Action	No Action	$5,000
– RW 19	$35,000	No Action	No Action	No Action	$35,000
– RW 25	$5,000	No Action	No Action	No Action	$5,000
				Estimated RPZ Mitigation Project Costs	***$769,843***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 01/19	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$2,500,000
Runway 01/19	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$210,492
Runway 01/19	Local Preventative (e.g. Crack Sealing or Patching)				$139,192
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$905,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$117,164
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$41,157
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,376,999
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$163,913
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$41,328
				Estimated Major Pavement Project Costs	***$5,495,245***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Land Acquisition and Obstruction Clearing Phase III			$222,222
2018	Plans & Studies	Airfield Pavement Evaluation Study			$35,000
2018	Taxiways	Construct Partial Parallel Taxiway "B"			$559,500
2018	Plans & Studies	Conduct Wildlife Hazard Assessment			$25,000
2019	Hangars	Construct T-Hangars			$617,000
2019	Lighting, NAVAIDs & Signage	Install Runway 07/25 Lighting Including PAPI & REILS			$296,000
2019	Safety	Obstruction Removal Analysis, (Runway 07/25)			$30,000
2019	Hangars	Site Prep for Hangar Expansion			$392,000
2020	Plans & Studies	Environmental Assessment - Extend Runway 07/25 (500')			$80,000
2020	Taxiways	Extend T-Hangar Taxiways			$935,000
2020	Lighting, NAVAIDs & Signage	Install Taxiway 'B' Lighting (East of Runway 01/19)			$216,000
2021	Runways	Runway 07/25 Extension (500') - Grading and Drainage			$463,000
2021	Runways	Runway 07/25 Extension (500') - Paving and Lighting			$706,000
2022	Apron	Expand Terminal Area Apron			$1,028,000
				Estimated CIP Project Costs	***$5,604,722***
				Total Estimated Project Costs	**$12,769,810**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Kaolin Field Airport Report Card

AIRPORT NAME: Kaolin Field Airport	**CITY:** Sandersville, Georgia
COUNTY: Washington County	**AIRPORT CODE:** OKZ

Kaolin Field Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,016 Feet	5,000 Feet	Yes	-	-
Runway Width	75 Feet	100 Feet	No	Widen Runway 25 Feet	$3,000,000
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	74	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Add 18,000 LF Fencing	$1,100,000
Hangared Aircraft Storage	17	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	25	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	4,800 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	50	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$4,100,000***

Kaolin Field Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 13	No Action	No Action	No Action	No Action	$0
– RW 31	$3,600	No Action	$281,135	No Action	$284,735
				Estimated RPZ Mitigation Project Costs	***$284,735***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$743,956
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$49,272
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$194,801
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$13,200
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$79
				Estimated Major Pavement Project Costs	***$1,001,308***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2019	Hangars	Reimbursement for Corporate Hangar Site Prep & Paving			$166,667
2020	Hangars	Reimbursement for Corporate Hangar Site Prep & Paving			$166,667
2021	Lighting, NAVAIDs & Signage	AWOS Replacement - Design			$39,352
2021	Hangars	Reimbursement for Corporate Hangar Site Prep & Paving			$47,315
2021	Plans & Studies	Runway and Taxiway Extension and Overlay - Environmental Assessment			$80,000
2022	Lighting, NAVAIDs & Signage	AWOS Replacement - Construction			$130,000
2022	Runways	Runway and Taxiway Extension and Overlay - Design			$166,667
				Estimated CIP Project Costs	***$796,668***
				Total Estimated Project Costs	**$6,182,711**

Savannah-Hilton Head International Airport Report Card

AIRPORT NAME: Savannah-Hilton Head International Airport	**CITY:** Savannah, Georgia
COUNTY: Chatham County	**AIRPORT CODE:** SAV

Savannah-Hilton Head International Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	9,351 Feet	5,500 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	69	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	400 Feet	400 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL	Yes	-	-
– Taxiway	HITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	106	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	105	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	16,883 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	225	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas, Jet A, MoGas	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-site	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$0***

Savannah-Hilton Head International Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 01	No Action	No Action	No Action	No Action	$0
– RW 10	No Action	No Action	No Action	No Action	$0
– RW 19	No Action	No Action	No Action	No Action	$0
– RW 28	$30,000	No Action	$232,102	$178,047	$440,149
				Estimated RPZ Mitigation Project Costs	***$440,149***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,399,290
Runway 10/28	Local Preventative (e.g. Crack Sealing or Patching)				$18,905
Runway 01/19	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$63,564
Runway 01/19	Local Preventative (e.g. Crack Sealing or Patching)				$125,462
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$4,288,008
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$4,241,779
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$756,300
				Estimated Major Pavement Project Costs	***$10,893,308***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Install Runway 10 ALSF Lighting System			$3,484,146
2018	Security	Checkpoint Expansion			$10,701,339
2018	Utilities & Drainage	Electrical Emergency Generators			$2,500,000
2018	Other-Buildings	Construct Emergency Operations Center			$6,000,000
2018	Other-Buildings	Construct Inspection Facility			$9,226,491
2018	Lighting, NAVAIDs & Signage	Install Runway 01 MALSR			$1,500,000
2018	Lighting, NAVAIDs & Signage	Install Runway 28 MALSR			$1,500,000
2018	Terminal Buildings	Replace Airline Ticket Counters			$2,500,000
2018	Terminal Buildings	Terminal Gate Expansion			$17,335,687
2019	Other-Buildings	Air Cargo Building			$15,763,522
2019	Lighting, NAVAIDs & Signage	NAVAIDS: Ph 2 - Localizer and MK 20 Glide Slope for Runway 01			$1,700,000
2020	Taxiways	Connector & Bridge to Land Acquisition			$20,000,000
2020	Land Acquisition & Easements	Land Acquisition			$14,080,000
2020	Other/Misc.	Site Mitigation for Land Acquisition			$2,000,000
2022	Utilities & Drainage	GA Development Utilities - Phase I			$250,000
				Estimated CIP Project Costs	***$108,541,185***
				Total Estimated Project Costs	**$119,874,642**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Treutlen County Airport Report Card

AIRPORT NAME: Treutlen County Airport	**CITY:** Soperton, Georgia
COUNTY: Treutlen County	**AIRPORT CODE:** 4J8

Treutlen County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	3,000 Feet	4,000 Feet	No	Extend Runway 1,000 Feet	$7,000,000
Runway Width	50 Feet	75 Feet	No	Widen Runway 25 Feet	$2,000,000
Taxiway	None	Turnarounds at Each End	No	Add Turnarounds	$800,000
Primary Runway PCI	85	70 or Greater	Yes	-	-
Primary Runway Safety Area	95 Feet x 140 Feet	240 Feet x 120 Feet	No	Improve RSA	$100,000
Runway to Taxiway Separation	None	240 Feet	Yes	Construct Taxiway System to Meet Standards*	-
Lighting System					
– Runway	None	MIRL	No	Install MIRL	$320,000
– Taxiway	None	MITL	No	Install MITL	$130,000
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	None	Rotating Beacon	No	Install Rotating Beacon	$85,000
– VGSI	----/----	PAPIs	No	Install PAPIs on RW 16 and RW 34	$125,000
– Segmented Circle	None	Segmented Circle	No	Install Segmented Circle	$50,000
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 2,000 LF Fencing for Operations Area	$180,000
Hangared Aircraft Storage	0	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	0	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms	$262,500
General Aviation Auto Parking	0	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas	$300,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$11,412,500***

* Estimated project cost is included in a related project's estimated cost.

Treutlen County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 16	$9,900	No Action	$174,802	No Action	$184,702
– RW 34	$9,000	$0	$196,238	No Action	$205,238
				Estimated RPZ Mitigation Project Costs	***$389,940***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 16/34	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$33,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$1,985
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$503
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$9,900
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$2,990
				Estimated Major Pavement Project Costs	***$48,378***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
		CIP projects are not available from current GDOT reports.			
				Estimated CIP Project Costs	***$0***
				Total Estimated Project Costs	**$11,850,818**

Statesboro-Bulloch County Airport Report Card

AIRPORT NAME: Statesboro-Bulloch County Airport	**CITY:** Statesboro, Georgia
COUNTY: Bulloch County	**AIRPORT CODE:** TBR

Statesboro-Bulloch County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,000 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	74	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 34,000 LF Fencing	$1,700,000
Hangared Aircraft Storage	60	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	30	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 7 Tie-downs	$1,300,000
General Aviation Terminal/Administration	4,200 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	30	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 75 Auto Parking Spaces	$450,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$3,450,000***

Statesboro-Bulloch County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	No Action	No Action	No Action	No Action	$0
– RW 14	$4,500	No Action	$314,608	No Action	$319,108
– RW 23	No Action	No Action	No Action	No Action	$0
– RW 32	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$319,108***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$1,500,000
Runway 05/23	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$841,859
Runway 05/23	Global Preventative (e.g. Surface Treatment to Entire Pavement)*				$50,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$39,310
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$39,091
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$81,440
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$55,512
		Estimated Major Pavement Project Costs			***$2,607,212***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Obstruction Clearing			$100,000
2019	Plans & Studies	ALP Update & RSA/OFA Inventory			$100,000
2019	Auto Parking & Ground Access	Access Road to East Hangar Area - Design			$100,000
2020	Auto Parking & Ground Access	Access Road to East Hangar Area, Phase I - Construction			$400,000
2020	Hangars	T-Hangar Site Prep - Design			$90,000
2021	Hangars	T-Hangar Site Prep - Construction			$500,000
2022	Plans & Studies	Environmental Assessment For Runway Safety Area - Mill Creek Road Relocation			$80,000
2022	Taxiways	Runway 05/23 Turnaround Taxiway - Design			$90,000
				Estimated CIP Project Costs	***$1,460,000***
				Total Estimated Project Costs	**$7,836,320**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

East Georgia Regional Airport Report Card

AIRPORT NAME: East Georgia Regional Airport	**CITY:** Swainsboro, Georgia
COUNTY: Emanuel County	**AIRPORT CODE:** SBO

East Georgia Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,021 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	82	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	MIRL	Yes	-	-
– Taxiway	HITL	MITL	Yes	-	-
Approach Type	Precision (ILS)	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/----	PAPIs	No	Install PAPI on RW 32	$75,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	30	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	20	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	3,500 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	20	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 2 Auto Parking Spaces	$20,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$95,000***

East Georgia Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 14	$9,000	No Action	$386,298	No Action	$395,298
– RW 32	$1,350,000	$3,000,000	$242,120	No Action	$4,592,120
				Estimated RPZ Mitigation Project Costs	***$4,987,418***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$132,880
Runway 14/32	Local Preventative (e.g. Crack Sealing or Patching)				$87,532
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$62,546
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$14,954
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$37,570
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$520
				Estimated Major Pavement Project Costs	***$336,002***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Install Precision Markings and Airport Wildlife Fencing; and Obstruction Removal; and Reimburse Hangar Development			$466,667
2018	Safety	Obstruction Clearing			$300,000
2019	Taxiways	Additional Paving at Hangars and Connector			$650,000
2019	Lighting, NAVAIDs & Signage	Install MALSR System			$2,250,000
2019	Apron	Site Prep and Paving for Terminal Construction			$1,250,000
2020	Apron	Apron Expansion for Terminal Building			$350,000
2020	Terminal Buildings	Terminal Building			$3,200,000
2021	Taxiways	T-Hangar Taxiway			$285,000
2021	Hangars	T-Hangars			$375,000
2022	Security	Airport Security Perimeter Road			$2,250,000
2022	Hangars	Construct Community Hangar #2			$1,750,000
2022	Hangars	Construct Hangars			$750,000
				Estimated CIP Project Costs	***$13,876,667***
				Total Estimated Project Costs	**$19,295,087**

Plantation Airpark Report Card

AIRPORT NAME: Plantation Airpark	**CITY:** Sylvania, Georgia
COUNTY: Screven County	**AIRPORT CODE:** JYL

Plantation Airpark Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,000 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	No Supporting Taxiway	Full Parallel	No	Add Full Parallel Taxiway	$5,000,000
Primary Runway PCI	76	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	None	240 Feet	No	Construct Parallel Taxiway to Standards*	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	No	Add MITL to Parallel Taxiway*	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	None	Hold Position, Location, and Guidance	No	Add RW Hold Position, Location, and Guidance Signs	$225,000
Fencing	Partial	Full Perimeter	No	Add 34,000 LF Fencing	$850,000
Hangared Aircraft Storage	40	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	26	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 3 Tie-downs**	$660,000
General Aviation Terminal/Administration	1,600 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	18	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 55 Auto Parking Spaces	$350,000
Fuel	AvGas	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
				Estimated SASP Facility/Service Project Cost	***$7,085,000***

* Estimated project cost is included in a related project's estimated cost.
** Estimated project cost is derived from Airport's recent 5-year CIP.

Plantation Airpark Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	No Action	No Action	No Action	No Action	$0
– RW 15	No Action	No Action	No Action	No Action	$0
– RW 23	$2,700	No Action	No Action	No Action	$2,700
– RW 33	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$2,700***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 15/33	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$518,981
Runway 05/23	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,021,699
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$96,111
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$47,273
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$9,654
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$261,548
				Estimated Major Pavement Project Costs	***$1,955,266***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Conduct 18B Survey Associated with Runway 23 Extension			$80,000
2019	Runways	Construct Runway 23 Extension - Phase 2			$1,565,000
2020	Hangars	Design - 14-Unit T-Hangar			$75,000
2021	Hangars	Construction - 14-Unit T-Hangar			$375,000
				Estimated CIP Project Costs	***$2,095,000***
				Total Estimated Project Costs	**$11,137,966**

Sylvester Airport Report Card

AIRPORT NAME: Sylvester Airport	**CITY:** Sylvester, Georgia
COUNTY: Worth County	**AIRPORT CODE:** SYV

Sylvester Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,525 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnarounds at each end	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	81	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	None	MITL	No	Install MITL	$180,000
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 600 LF Fencing for Operations Area*	$625,000
Hangared Aircraft Storage	1	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	19	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	500 Sq Ft w/ Restrooms	750 Square Feet of Public Use Space with Restrooms	No	Add 250 Sq Ft of Terminal Space*	$515,000
General Aviation Auto Parking	20	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	None	AvGas, and/or Jet Fuel as Required	No	Add AvGas*	$350,000
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$1,730,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP; may exceed objective.

Sylvester Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 01	$2,700	No Action	$304,177	No Action	$306,877
– RW 19	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$306,877***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 01/19	Local Preventative (e.g. Crack Sealing or Patching)				$50,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$1,474
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$277
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$7,645
				Estimated Major Pavement Project Costs	***$59,396***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Fuel	Design Fuel Facility			$85,000
2018	Lighting, NAVAIDs & Signage	Design Windsock Replacement and Segmented Circle			$10,000
2018	Plans & Studies	Update DBE Plan 3-Year (FY2018-2020)			$10,000
2019	Apron	Design Terminal Area Apron and Access Road			$55,000
2019	Lighting, NAVAIDs & Signage	Replace Windsock and Segmented Circle Maintenance			$30,000
2020	Apron	Construct Terminal Area Apron and Access Road			$600,000
2020	Plans & Studies	Update DBE Plan 3-Year (FY2021-2023)			$11,000
2021	Taxiways	Design Parallel Taxiway			$130,000
2021	Taxiways	Design T-Hangar Taxiway, Slab and 4-Unit T-Hangar Building			$75,000
2022	Hangars	Construct 4-Unit T-Hangar Building			$250,000
2022	Taxiways	Construct Parallel Taxiway			$3,900,000
2022	Taxiways	Construct T-Hangar Taxiway and Slab for 4-unit T-Hangar Building			$375,000
				Estimated CIP Project Costs	***$5,531,000***
				Total Estimated Project Costs	**$7,627,273**

Thomaston-Upson County Airport Report Card

AIRPORT NAME: Thomaston-Upson County Airport	**CITY:** Thomaston, Georgia
COUNTY: Upson County	**AIRPORT CODE:** OPN

Thomaston-Upson County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,350 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	73	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	HIRL (for precision Approaches) or MIRL	No	Install HIRL	$550,000
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 17,000 LF Fencing*	$410,000
Hangared Aircraft Storage	104	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	75	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	3,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	35	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 115 Auto Parking Spaces	$700,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$1,660,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Thomaston-Upson County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 12	$3,600	No Action	$315,837	No Action	$319,437
– RW 30	$15,300	No Action	$305,475	$153,733	$474,508
				Estimated RPZ Mitigation Project Costs	***$793,945***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 12/30	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,126,215
Runway 12/30	Local Preventative (e.g. Crack Sealing or Patching)				$4,987
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$57,865
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$25,182
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$800,000
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$57,231
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$52,647
				Estimated Major Pavement Project Costs	***$2,124,127***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Design 13-Unit T-Hangar Building			$30,000
2018	Taxiways	Design T-Hangar Taxiways and Slabs			$65,000
2018	Plans & Studies	Environmental Assessment for Runway 12 Safety Area			$60,000
2018	Plans & Studies	SPCC Plan			$4,000
2018	Taxiways	Taxiway Fillet Widening Runway 30 End			$60,000
2019	Plans & Studies	Airport Layout Plan Update			$100,000
2019	Hangars	Construct 13-Unit T-Hangar Building			$450,000
2019	Taxiways	Construct T-Hangar Taxiways and Slabs			$250,000
2019	Hangars	Design Corporate Hangar Building (130'x100')			$50,000
2019	Lighting, NAVAIDs & Signage	Design and Install Airport Signs			$100,000
2019	Lighting, NAVAIDs & Signage	Replace Localizer and DME			$340,000
2020	Hangars	Construct Corporate Hangars (130'x100')			$350,000
2020	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$10,000
2020	Safety	Design Runway 12 Safety Area and Road/Utilities Relocation			$240,000
2020	Auto Parking & Ground Access	Design to Relocate Airport Entrance Road			$30,000
2020	Fuel	Fuel Farm Improvements			$120,000
2021	Safety	Construct Runway 12 Safety Area and Road/Utilities Relocation			$2,750,000
2021	Hangars	Design 13-Unit T-Hangar Building			$30,000
2021	Taxiways	Design T-Hangar Taxiways and Slabs			$65,000
2021	Auto Parking & Ground Access	Relocate Entrance Road			$100,000
2022	Hangars	Construct 13-Unit T-Hangar Building			$375,000
2022	Taxiways	Construct T-Hangar Taxiways and Slabs			$250,000
				Estimated CIP Project Costs	***$5,829,000***
				Total Estimated Project Costs	**$10,407,072**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Thomasville Regional Airport Report Card

AIRPORT NAME: Thomasville Regional Airport	**CITY:** Thomasville, Georgia
COUNTY: Thomas County	**AIRPORT CODE:** TVI

Thomasville Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,004 Feet	5,500 Feet	Yes	-	-
Runway Width	101 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	60	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSF	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	None	Segmented Circle	No	Install Segmented Circle	$50,000
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 21,680 LF Fencing	$1,200,000
Hangared Aircraft Storage	48	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	15	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 20 Tie-downs	$3,600,000
General Aviation Terminal/Administration	4,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	52	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 48 Auto Parking Spaces	$300,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$5,150,000***

Thomasville Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 04	$900	No Action	$42,276	No Action	$43,176
– RW 14	$900	No Action	$30,614	No Action	$31,514
– RW 22	$6,300	No Action	$18,960	No Action	$25,260
– RW 32	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$99,950***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 14/32	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$916,434
Runway 04/22	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,045,894
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$827,535
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$74,941
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$18,441
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$4,781,161
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$7,624
				Estimated Major Pavement Project Costs	***$7,672,030***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Lighting, NAVAIDs & Signage	Design Installation of PAPIs on Runway 14/32			$42,000
2018	Hangars	Reimbursement for Corporate Hangar and Site Improvements			$1,553,000
2018	Auto Parking & Ground Access	Design Eisenhower Road Relocation			$150,000
2018	Plans & Studies	Runway 14/32 GPS Approaches			$95,000
2019	Auto Parking & Ground Access	Eisenhower Road Relocation (Construction)			$900,000
2019	Lighting, NAVAIDs & Signage	Installation of PAPI(s) on Runway 14/32 (Construction)			$114,000
2019	Safety	Runway 04 500' Safety Area Extension (Design)			$250,000
2019	Land Acquisition & Easements	Runway 04 Extension Land Acquisition and Avigation Easement			$500,000
2020	Safety	Runway 04 500' Safety Area Extension (Construction)			$1,750,000
2022	Lighting, NAVAIDs & Signage	Upgrade Runway 04/22 to HIRL (Design)			$40,000
				Estimated CIP Project Costs	***$5,394,000***
				Total Estimated Project Costs	**$18,315,980**

Thomson-McDuffie Regional Airport Report Card

AIRPORT NAME: Thomson-McDuffie Regional Airport	**CITY:** Thomson, Georgia
COUNTY: McDuffie County	**AIRPORT CODE:** HQU

Thomson-McDuffie Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,514 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	100	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	None	ALS	No	Install ALS	$1,500,000
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location, Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$90,000
Fencing	Partial	Full Perimeter	No	Install 14,350 LF Fencing*	$400,000
Hangared Aircraft Storage	35	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	8	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 6 Tie-downs	$1,140,000
General Aviation Terminal/Administration	6,300 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	65 Spaces	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$3,130,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Thomson-McDuffie Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	No Action	No Action	No Action	No Action	$0
– RW 28	$1,750,000	$1,000,000	$402,267	No Action	$3,152,267
				Estimated RPZ Mitigation Project Costs	***$3,152,267***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Local Preventative (e.g. Crack Sealing or Patching) *				$430,000
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$46,282
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$10,359
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$146,562
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$45,599
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$32,280
				Estimated Major Pavement Project Costs	***$711,082***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Obstruction Clearing Phase I; Reimburse Airfield Crack Seal and Remark Design			$607,616
2018	Lighting, NAVAIDs & Signage	AWOS Replacement			$125,000
2018	Safety	Construction and DBE Plan - Obstruction Clearing Phase II			$212,500
2018	Safety	Design and EA Update - Obstruction Clearing Phase III			$50,000
2018	Land Acquisition & Easements	Land Acquisition - Obstruction Clearing Phase II			$1,250,000
2019	Safety	Obstruction Clearing Phase III - Construction			$40,500
2019	Taxiways	Parallel Taxiway Extension, Add Connecting Taxiway, Re-mark Runway - Design			$100,000
2019	Safety	Runway 10 Runway Safety Area Improvements - Design			$80,000
2020	Hangars	Corporate Hangar Area Site Prep, Phase I - Design			$75,000
2020	Taxiways	Parallel Taxiway Extension, Add Connecting Taxiway, Re-Mark Runway - Construction			$900,000
2020	Safety	Runway 10 Runway Safety Area Improvements - Construction			$600,000
2021	Hangars	Corporate Hangar Area Site Prep, Phase I - Construction			$500,000
2021	Hangars	Hangar Building - Construction			$550,000
2022	Hangars	Corporate Hangar Area Site Prep, Phase II - Design			$75,000
2022	Hangars	Corporate Hangar Building - Construction			$400,000
				Estimated CIP Project Costs	***$5,565,616***
				Total Estimated Project Costs	**$12,558,965**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Henry Tift Myers Airport Report Card

AIRPORT NAME: Henry Tift Myers Airport	**CITY:** Tifton, Georgia
COUNTY: Tift County	**AIRPORT CODE:** TMA

Henry Tift Myers Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	6,506 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	77	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 6,000 LF Fencing	$500,000
Hangared Aircraft Storage	34	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	20	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	7,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	25	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 30 Auto Parking Spaces	$200,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$700,000***

Henry Tift Myers Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 10	No Action	No Action	No Action	No Action	$0
– RW 15	$25,000	$625,000	$65,369	No Action	$715,369
– RW 28	No Action	No Action	No Action	No Action	$0
– RW 33	$1,000,000	$1,000,000	$416,888	No Action	$2,416,888
				Estimated RPZ Mitigation Project Costs	***$3,132,257***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 10/28	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$2,011,000
Runway 15/33	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$2,794,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$1,924,000
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$435,000
Apron	Local Preventative (e.g. Crack Sealing or Patching)*				$482,000
				Estimated Major Pavement Project Costs	***$7,646,000***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Plans & Studies	Airport Layout Plan Update			$190,000
2018	Plans & Studies	Environmental Assessment Runway 15/33 Strengthening			$75,000
2018	Plans & Studies	Update DBE Plan (FY2018-2020)			$12,000
2021	Plans & Studies	3 Year DBE Goal Update (FY2021-2023)			$12,000
2021	Plans & Studies	Environmental Assessment for Conversion of Closed Runway into Taxiway			$50,000
2022	Plans & Studies	Environmental for Terminal Apron Expansion			$30,000
2022	Taxiways	Design of Conversion of Closed Runway into Taxiway			$120,000
				Estimated CIP Project Costs	***$489,000***
				Total Estimated Project Costs	**$11,967,257**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Toccoa Airport-R.G. LeTourneau Field Report Card

AIRPORT NAME: Toccoa Airport-R.G. LeTourneau Field	**CITY:** Toccoa, Georgia
COUNTY: Stephens County	**AIRPORT CODE:** TOC

Toccoa Airport-R.G. LeTourneau Field Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,008 Feet	5,000 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Partial Parallel	Full Parallel	No	Extend Parallel Taxiway*	$1,530,000
Primary Runway PCI	81	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	No	Add MITL to Parallel Taxiway**	-
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location and Guidance	Hold Position, Location, and Guidance	No	Add RW Hold Position Signs	$115,000
Fencing	Partial	Full Perimeter	No	Add 16,500 LF Fencing*	$438,000
Hangared Aircraft Storage	44	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	40	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	5,800 Sq Ft w/Restrooms, Conference Area, and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	50	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 36 Auto Parking Spaces	$250,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Car	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$2,333,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.
** Estimated project cost is included in a related project's estimated cost.

Toccoa Airport-R.G. LeTourneau Field Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 03	$300,000	$2,000,000	$547,206	$71,071	$2,918,277
– RW 09	$60,000	$125,000	$117,968	No Action	$302,968
– RW 21	$11,700	No Action	No Action	No Action	$11,700
– RW 27	$70,000	$125,000	$80,053	$23,832	$298,885
				Estimated RPZ Mitigation Project Costs	***$3,531,830***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$184,793
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$27,980
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$3,602
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$712,894
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$41,340
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$4,798
				Estimated Major Pavement Project Costs	***$975,407***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Land Acquisition Runway 03 Approach (3 Parcels: Approx. 1.2 Acres total) and Runway 27 Approach (3.5 Acres)			$180,000
2018	Taxiways	Reimbursement Phase I Taxiway Overruns			$43,255
2019	Land Acquisition & Easements	Air Easement Runway 03 (50 Acres)			$200,000
2019	Plans & Studies	Airport Layout Plan Update & FAA AGIS Preparation			$110,000
2019	Safety	Clearing Runway 09/27 (20 Acres)			$60,000
2019	Lighting, NAVAIDs & Signage	Design Runway 03/21 Lighting Replacement			$30,000
2019	Utilities & Drainage	Design and Construct Drainage Improvements Runway 03/21			$150,000
2020	Hangars	Design T-Hangar Taxiway 12-Unit Slab and T-Hangar Building			$75,000
2020	Lighting, NAVAIDs & Signage	Install Runway 03/21 Lighting Replacement			$150,000
2020	Plans & Studies	Update 3-Year DBE Plan (FY2018-2020)			$10,000
2021	Hangars	Construct T-Hangar Taxiway & 12-Unit T-Hangar Building			$645,000
2022	Hangars	Construct Maintenance Hangar (100'X120')			$600,000
2022	Runways	Design for Runway 09/27 Widening and Lighting			$80,000
				Estimated CIP Project Costs	***$2,333,255***
				Total Estimated Project Costs	**$9,173,492**

Valdosta Regional Airport Report Card

AIRPORT NAME: Valdosta Regional Airport	**CITY:** Valdosta, Georgia
COUNTY: Lowndes County	**AIRPORT CODE:** VLD

Valdosta Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	8,002 Feet	5,500 Feet	Yes	-	-
Runway Width	150 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	84	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Precision	Yes	-	-
Weather Reporting	ASOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	70	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	79	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	10,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	108	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	On-Site	Available	Yes	-	-
			Estimated SASP Facility/Service Project Cost		***$0***

Valdosta Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 04	$5,000	No Action	No Action	$238,361	$243,361
– RW 13	$85,000	No Action	$77,652	$161,980	$324,632
– RW 17	$20,000	No Action	$330,924	No Action	$350,924
– RW 22	$180,000	$1,500,000	$262,647	No Action	$1,942,647
– RW 31	$210,000	$1,250,000	$280,590	No Action	$1,740,590
– RW 35	$15,000	$250,000	No Action	No Action	$265,000
				Estimated RPZ Mitigation Project Costs	***$4,867,154***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$550,783
Runway 17/35	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$3,129,146
Runway 17/35	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$150,000
Runway 17/35	Local Preventative (e.g. Crack Sealing or Patching)				$289,487
Runway 04/22	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$120,786
Runway 04/22	Local Preventative (e.g. Crack Sealing or Patching)				$51,801
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$305,393
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$207,116
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$134,643
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$130,009
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$111,286
				Estimated Major Pavement Project Costs	***$5,180,450***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Equipment	Passenger Boarding Bridge; Air Stairs; WHMP Drainage Improvements			$1,756,666
2018	Taxiways	Surface Painted Hold Position Markings, Enhanced Taxiway Centerline Markings, Taxiway Markings and ATCT Design			$83,333
2018	Taxiways	Design Taxiway M Fillet Widening			$90,000
2019	Taxiways	Construct Taxiway M Fillet Widening			$610,000
2019	Utilities & Drainage	Construction Of WHMP Drainage Improvements			$1,120,000
2019	Other/Misc.	PFC Application			$14,000
2020	Other-Buildings	Design Airfield Maintenance Building			$150,000
2020	Plans & Studies	Obstruction Removal Project (Planning)			$50,000
2020	Lighting, NAVAIDs & Signage	Replace Rotating Beacon			$87,000
2020	Plans & Studies	Update Master Plan			$350,000
2021	Other-Buildings	Construct Maintenance Building			$925,000
2021	Equipment	Design Aircraft Wash Rack			$75,000
2021	Plans & Studies	Environmental For Miscellaneous Drainage Improvements			$48,000
2021	Other/Misc.	PFC Application			$14,000
2022	Equipment	Install Aircraft Wash Rack (Construction)			$336,000
2022	Utilities & Drainage	Miscellaneous Drainage Improvements (Design)			$96,000
				Estimated CIP Project Costs	***$5,804,999***
				Total Estimated Project Costs	**$15,852,603**

Vidalia Regional Airport Report Card

AIRPORT NAME: Vidalia Regional Airport	**CITY:** Vidalia, Georgia
COUNTY: Toombs County	**AIRPORT CODE:** VDI

Vidalia Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	6,002 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	81	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Install 30,000 LF Fencing	$1,500,000
Hangared Aircraft Storage	24	70% of Based Aircraft Fleet	No	Add 1 Hangar Space*	$800,000
Apron Parking/Storage	16	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 3 Tie-downs	$750,000
General Aviation Terminal/Administration	4,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	38	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 15 Auto Parking Spaces	$100,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Car	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$3,150,000***

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Vidalia Regional Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 07	No Action	No Action	No Action	No Action	$0
– RW 13	$900	No Action	$77,652	No Action	$78,552
– RW 25	No Action	No Action	$169,744	No Action	$169,744
– RW 31	$900	No Action	No Action	No Action	$900
				Estimated RPZ Mitigation Project Costs	***$249,196***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,381,000
Runway 07/25	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$1,505,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,541,254
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$19,806
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$17,741
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)*				$550,000
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$18,532
		Estimated Major Pavement Project Costs			***$5,033,333***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Corporate/Maintenance Hangar Site Work, Asphalt Taxilane and Concrete Helipad Reimbursement			$166,667
2018	Plans & Studies	Airport Layout Plan Update			$95,000
2018	Plans & Studies	Conduct DBE and SBE Update FY2018-2020			$9,000
2020	Hangars	Design 12 Bay T-Hangar Taxilane			$20,000
2021	Taxiways	Construct 12 Unit T-Hangar Taxilane + CA/CI Services			$400,000
2021	Plans & Studies	DBE/SBE Update (FY2021-2023)			$9,000
2022	Hangars	Construct 12 Unit T-Hangar Building + CA/CI Services			$350,000
2022	Hangars	Reimbursement for Construction of Corporate/Maintenance Hangar Building (80' X 100')			$450,000
				Estimated CIP Project Costs	***$1,499,667***
				Total Estimated Project Costs	**$9,932,196**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Roosevelt Memorial Airport Report Card

AIRPORT NAME: Roosevelt Memorial Airport	**CITY:** Warm Springs, Georgia
COUNTY: Meriwether County	**AIRPORT CODE:** 5A9

Roosevelt Memorial Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,004 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Turnarounds at each end	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	100	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 2,600 LF Fencing for Operations Area	$250,000
Hangared Aircraft Storage	15	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	10	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms	$262,500
General Aviation Auto Parking	12	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 6 Auto Parking Spaces	$50,000
Fuel	AvGas	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$622,500***

Roosevelt Memorial Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 18	$900	No Action	No Action	No Action	$900
– RW 36	$3,600	No Action	$137,930	No Action	$141,530
				Estimated RPZ Mitigation Project Costs	***$142,430***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 18/36	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$90,150
Runway 18/36	Local Preventative (e.g. Crack Sealing or Patching)**				$166,667
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$21,945
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$2,077
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$5,250
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$20,035
				Estimated Major Pavement Project Costs	***$306,124***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Safety	Construct Safety Area & Primary Surface Improvements & Obstruction Clearing			$1,200,000
2018	Taxiways	Design Parallel Taxiway & Entrance Road			$166,667
2019	Taxiways	Construct Parallel Taxiway and Entrance Road			$1,400,000
2020	Hangars	Construct New T-Hangar Area & Apron Rehab			$1,250,000
2021	Hangars	Construct New 10-Unit Hangar			$300,000
2021	Land Acquisition & Easements	Land Acquisition for RPZs			$333,333
2022	Security	Install Security Improvements			$166,667
				Estimated CIP Project Costs	***$4,816,667***
				Total Estimated Project Costs	**$5,887,721**

** Estimated project cost is derived from the Airport's recent 5-year CIP.

Washington-Wilkes County Airport Report Card

AIRPORT NAME: Washington-Wilkes County Airport	**CITY:** Washington, Georgia
COUNTY: Wilkes County	**AIRPORT CODE:** IIY

Washington-Wilkes County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,020 Feet	5,000 Feet	No	Extend Runway 980 Feet	$3,250,000
Runway Width	72 Feet	100 Feet	No	Widen Runway 28 Feet	$3,000,000
Taxiway	Full Parallel	Full Parallel	Yes	Extend Taxiway 980 Feet	$1,000,000
Primary Runway PCI	70	70 or Greater	Yes	Project Completed in 2013	
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension*	-
– Taxiway	MITL	MITL	Yes	Add MITL to Taxiway Extension	$130,000
Approach Type	LPV	Non-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, and Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Partial	Full Perimeter	No	Add 6,800 LF Fencing**	$166,667
Hangared Aircraft Storage	14	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	6	40% of Based Aircraft Fleet Plus an Add'l 50% for Transient Aircraft	No	Add 5 Tie-downs	$1,000,000
General Aviation Terminal/Administration	1,000 Sq Ft w/Restrooms and Pilots' Lounge	1,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	No	Add 500 Sq Ft of Terminal Space and Add Conference Area	$175,000
General Aviation Auto Parking	15	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 12 Auto Parking Spaces	$85,000
Fuel	AvGas and JetA	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Available	Yes	-	-
Rental Cars	None	Available	No	Offer Availability to Rental Cars	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$8,806,667***

* Estimated project cost is included in a related project's estimated cost.
** Estimated project cost is derived from Airport's recent 5-year CIP.

Washington-Wilkes County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 13	$2,700	No Action	$149,868	No Action	$152,568
– RW 31	$900	No Action	$182,559	No Action	$183,459
				Estimated RPZ Mitigation Project Costs	***$336,027***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$574,631
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$13,485
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$143,236
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$12,668
				Estimated Major Pavement Project Costs	***$744,020***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Auto Parking & Ground Access	Construct Airport West Entrance Road			$675,000
2021	Apron	Hangar Area Rehab & Expansion - Design & Construction			$333,333
2021	Hangars	Hangar Building - Design & Construction			$600,000
				Estimated CIP Project Costs	***$1,608,333***
				Total Estimated Project Costs	**$11,495,047**

Waycross-Ware County Airport Report Card

AIRPORT NAME: Waycross-Ware County Airport	**CITY:** Waycross, Georgia
COUNTY: Ware County	**AIRPORT CODE:** AYS

Waycross-Ware County Airport Report Card Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,992 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	80	70 or Greater	Yes	-	-
Primary Runway Safety Area	1,000 Feet x 500 Feet	1,000 Feet x 500 Feet	Yes	-	-
Runway to Taxiway Separation	300 Feet	300 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Location	Hold Position, Location, and Guidance	No	Add RW Hold Position and Guidance Signs	$290,000
Fencing	Partial	Full Perimeter	No	Install 17,500 LF Fencing*	$1,114,000
Hangared Aircraft Storage	64	70% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	21	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	3,500 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	20	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 38 Auto Parking Spaces	$250,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$1,654,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Waycross-Ware County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 01	$130,000	$500,000	$484,851	No Action	$1,114,851
– RW 05	$900	No Action	No Action	No Action	$900
– RW 13	No Action	No Action	No Action	No Action	$0
– RW 19	$1,800	No Action	No Action	No Action	$1,800
– RW 23	No Action	No Action	$386,538	No Action	$386,538
– RW 31	$4,500	No Action	No Action	No Action	$4,500
				Estimated RPZ Mitigation Project Costs	***$1,508,589***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 13/31	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$74,887
Runway 05/23	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$112,781
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$63,949
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$26,884
				Estimated Major Pavement Project Costs	***$278,501***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Utilities & Drainage	Construct Airfield Drainage Improvements Phase I; and Replace Rotating Beacon			$800,000
2018	Plans & Studies	DBE Plan Update 3-Year (FY2018-2020)			$10,000
2018	Taxiways	Design Runway 01/19 Parallel Taxiway (7,230'x35')			$80,000
2018	Safety	Design Runway 31 Safety Area			$40,000
2019	Taxiways	Construct Runway 01/19 Parallel Taxiway (7,230'x35')			$1,400,000
2019	Safety	Construct Runway 31 Safety Area			$550,000
2019	Hangars	Design WWII Hangar Rehabilitation (SW Hangar Area)			$75,000
2020	Hangars	Construct WWII Hangar Rehabilitation (SW Hangar Area)			$300,000
2020	Plans & Studies	DBE Plan Update 3-Year (FY2021-2023)			$11,000
2020	Lighting, NAVAIDs & Signage	Design Runway 05/23 Medium intensity Runway Lighting, including CA/CI Services			$40,000
2020	Plans & Studies	Environmental Assessment for Parallel Taxiway and Apron Expansion			$50,000
2021	Lighting, NAVAIDs & Signage	Construct Runway 05/23 Medium intensity Runway Lighting, including CA/CI Services			$265,000
2021	Apron	Design Phase I Apron Expansion, including Drainage Improvements and Rehabilitation of Existing Terminal Apron			$80,000
2022	Plans & Studies	Airport Layout Plan, Including AGIS			$125,000
2022	Apron	Construct Phase I Apron Expansion, including Drainage Improvements and Rehabilitation of Existing Terminal Apron			$1,200,000
2022	Terminal Buildings	Design New Terminal Building			$35,000
				Estimated CIP Project Costs	***$5,061,000***
				Total Estimated Project Costs	**$8,502,090**

Burke County Airport Report Card

AIRPORT NAME: Burke County Airport	**CITY:** Waynesboro, Georgia
COUNTY: Burke County	**AIRPORT CODE:** BXG

Burke County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,012 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	None	Turnarounds at Each End	No	Add Turnarounds*	$3,800,000
Primary Runway PCI	48	70 or Greater	Yes	Project Completed in 2013	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	None	240 Feet	Yes	Construct Taxiway System to Meet Standards**	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	Add MITL to Turnarounds**	-
Approach Type	RNAV (GPS)	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	----/----	PAPIs	No	Install PAPIs on RW 08 and RW 26	$125,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 1,200 LF Fencing for Operations Area*	$290,000
Hangared Aircraft Storage	6	60% of Based Aircraft Fleet	No	Add 2 Hangar Spaces	$250,000
Apron Parking/Storage	8	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	900 Sq Ft	750 Square Feet of Public Use Space with Restrooms	No	Add Public Restrooms	$25,000
General Aviation Auto Parking	10	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 7 Auto Parking Spaces	$60,000
Fuel	AvGas	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed
				Estimated SASP Facility/Service Project Cost	***$4,550,000***

* Estimated project cost is derived from Airport's recent 5-year CIP.
** Estimated project cost is included in a related project's estimated cost.

Burke County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 08	$5,400	No Action	No Action	No Action	$5,400
– RW 26	$4,500	No Action	$142,188	No Action	$146,688
				Estimated RPZ Mitigation Project Costs	***$152,088***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$237,090
				Estimated Major Pavement Project Costs	***$237,090***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Land Acquisition Services and Obstruction Removal Phase I			$150,000
2018	Fuel	Design Fuel Farm			$45,000
2019	Apron	Design Apron Area Expansion, Vehicle Parking Area, Access Road and T-Hangar Site Prep, and Hangar Taxiway			$85,000
2019	Fuel	Install Fuel Farm			$335,000
2020	Safety	18B Survey For Runway Extension			$80,000
2020	Hangars	Design T-Hangar and Apron Area Expansion			$55,000
2021	Apron	Construct Apron Area Expansion, Vehicle Parking and Access Road, and Taxiway to Hangar			$2,500,000
2021	Hangars	Design T-Hangar 2nd Unit			$52,500
2022	Hangars	Construct and Pave T-Hangar 2nd Unit			$500,000
2022	Hangars	Construct T-Hangars and Site Preparation			$340,000
2022	Apron	Design Terminal Area Improvements			$75,000
				Estimated CIP Project Costs	***$4,217,500***
				Total Estimated Project Costs	**$9,156,678**

Barrow County Airport Report Card

AIRPORT NAME: Barrow County Airport	**CITY:** Winder, Georgia
COUNTY: Barrow County	**AIRPORT CODE:** WDR

Barrow County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	5,500 Feet	5,500 Feet	Yes	-	-
Runway Width	100 Feet	100 Feet	Yes	-	-
Taxiway	Full Parallel	Full Parallel	Yes	-	-
Primary Runway PCI	71	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	HIRL	HIRL (for precision Approaches) or MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
– Approach Lighting System	MALSR	ALS	Yes	-	-
Approach Type	Precision (ILS)	Near-Precision	Yes	-	-
Weather Reporting	AWOS	AWOS or ASOS	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Airfield Signage	Hold Position, Location, Guidance	Hold Position, Location, and Guidance	Yes	-	-
Fencing	Full Perimeter	Full Perimeter	Yes	-	-
Hangared Aircraft Storage	68	70% of Based Aircraft Fleet	No	Add 18 Hangar Spaces	$6,400,000
Apron Parking/Storage	19	30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft	No	Add 44 Tie-downs	$7,500,000
General Aviation Terminal/Administration	7,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge	2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge	Yes	-	-
General Aviation Auto Parking	55	1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees	No	Add 126 Auto Parking Spaces	$750,000
Fuel	AvGas and Jet A	AvGas and/or Jet Fuel	Yes	-	-
FBO	Full Service	Full Service	Yes	-	-
Maintenance	Full Service	Full Service	Yes	-	-
Rental Cars	Available	Available	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$14,650,000***

Barrow County Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	$900	No Action	$59,591	$21,611	$82,101
– RW 13	$550,000	$1,000,000	$205,850	No Action	$1,755,850
– RW 23	No Action	No Action	No Action	No Action	$0
– RW 31	$1,000,000	$12,000,000	$254,056	$495,739	$13,749,795
				Estimated RPZ Mitigation Project Costs	***$15,587,746***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 05/23	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$111,905
Runway 05/23	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$92,537
Runway 05/23	Local Preventative (e.g. Crack Sealing or Patching)*				$200,000
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$3,882,893
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$41,665
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)*				$166,667
Apron	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$1,031,621
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$15,642
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$7,752
				Estimated Major Pavement Project Costs	***$5,550,682***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Land Acquisition & Easements	Land Acquisition Phase I-North of Runway 13			$40,000
2018	Safety	Runway 23 Obstruction Removal			$60,000
2018	Land Acquisition & Easements	Land Acquisition and Obstruction Removal North of Runway 13, and RSA Grading			$500,000
2018	Safety	Runway 13 Power Line Relocation			$140,000
2018	Taxiways	Taxiway D Extension/Taxilane Design & Construction			$1,520,000
2019	Hangars	Corporate Hangar Area Phase 1 Design & Construction			$500,000
2019	Lighting, NAVAIDs & Signage	Runway 05/23 Lighting System (MIRL)			$160,000
2020	Safety	Road Relocation (SR 82)			$1,350,000
2020	Taxiways	Taxiway A Relocation and Extension to Runway 13 End - Design only, and Land Acquisition			$260,000
2021	Taxiways	Taxiway A Relocation and Extension to Runway 13 End - Construction			$2,540,000
2022	Safety	Airfield Obstruction Removal			$166,667
				Estimated CIP Project Costs	***$7,236,667***
				Total Estimated Project Costs	**$43,025,095**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

Wrens Memorial Airport Report Card

AIRPORT NAME: Wrens Memorial Airport	**CITY:** Wrens, Georgia
COUNTY: Jefferson County	**AIRPORT CODE:** 65J

Wrens Memorial Airport Report Card

Actions Needed to Meet Facility and Service Objectives

	Actual	Minimum Objective	Objective Met	Improvement Needed	Estimated Cost
Runway Length	3,000 Feet	4,000 Feet	No	Extend Runway 1,000 Feet	$4,000,000
Runway Width	50 Feet	75 Feet	No	Widen Runway 25 Feet	$2,000,000
Taxiway	None	Turnarounds at Each End	No	Add Turnarounds	$800,000
Primary Runway PCI	79	70 or Greater	Yes	Project Completed in 2017	
Primary Runway Safety Area	240 Feet x 120 Feet	240 Feet x 120 Feet	Yes	-	-
Runway to Taxiway Separation	None	150 Feet	No	Construct Taxiway System to Meet Standards*	-
Lighting System					
– Runway	MIRL	MIRL	Yes	Add MIRL to Runway Extension*	-
– Taxiway	None	MITL	No	Add MITL	$130,000
Approach Type	Visual Only	Non-Precision	No	Add Published Approach	$60,000
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	----/----	PAPIs	No	Install PAPIs on RW 11 and RW 29	$125,000
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 2,400 LF Fencing for Operations Area**	$165,000
Hangared Aircraft Storage	8	60% of Based Aircraft Fleet	Yes	-	-
Apron Parking/Storage	4	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	No	Add 1 Tie-down	$300,000
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal Space w/Restrooms	$262,500
General Aviation Auto Parking	0	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	No	Add 12 Auto Parking Spaces	$85,000
Fuel	AvGas	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	None	Limited Service	No	Obtain Limited Service FBO	No fixed cost needed.
				Estimated SASP Facility/Service Project Cost	***$7,927,500***

* Estimated project cost is included in a related project's estimated cost.
** Estimated project cost is derived from Airport's recent 5-year CIP.

Wrens Memorial Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 11	$900	No Action	$42,188	No Action	$43,088
– RW 29	$900	No Action	$90,352	No Action	$91,252
				Estimated RPZ Mitigation Project Costs	***$134,340***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 11/29	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$315,705
Runway 11/29	Local Preventative (e.g. Crack Sealing or Patching)				$961
Taxiways	Local Preventative (e.g. Crack Sealing or Patching)				$1,867
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$15,840
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$8,513
				Estimated Major Pavement Project Costs	***$342,886***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2018	Hangars	Design - 4-Unit Hangar with Apron Expansion w/ CATEX			$40,000
2019	Hangars	Construct 4-Unit Hangar with Apron Expansion			$275,000
				Estimated CIP Project Costs	***$315,000***
				Total Estimated Project Costs	**$8,719,726**